

SOUTHSHORE

It keeps getting better ...

P467

May 10, 2006

Dwight Sanders, Chief
Division of Environmental Planning and Management
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

**Re: Revised DEIR for the Cabrillo Port LNG Deepwater Port
Docket No. USCG 2004-16877**

Dear Mr. Sanders:

As fourteen (14) business, education, religious and community leaders in Oxnard, we wish to comment on the Revised Draft EIR for the Cabrillo Port Liquid Natural Gas Deepwater Port. We serve as volunteer "Advisors" to Hearthside Homes on their proposed master-planned community, **SouthShore**. This much-needed mix of homes, parks, schools will be severely impacted should the proposed "Center Road Pipeline" option be selected.

Since 2003, Hearthside Homes has been working with the City of Oxnard to prepare a specific plan for 323 acres of land north of Hueneme Road between Edison Road on the west and Olds Road on the east. The specific plan area is known as **SouthShore**. The alignment of the proposed "Center Road Pipeline" for the onshore LNG pipeline is located along Hueneme Road between Edison Road and Olds Road which is within the boundaries of the SouthShore Specific Plan. As such, the Center Road Pipeline alignment has a **substantial impact** on the preparation of the SouthShore Specific Plan and the land uses planned for the property.

Hearthside Homes and our Advisory Board have serious concerns regarding the impact analysis provided in the Land Use Section of the DEIR. The significance criteria for land use impacts listed on page 4.13-30 states that impacts are considered significant if the project: 1) changes the existing or planned use of a piece of property in conflict with zoning or plans, and; 2) disrupts the use of adjacent properties, as defined by plan policies. Clearly, the proposed Center Road Pipeline alignment changes the planned use of the SouthShore property and disrupts the use of the property as envisioned in the City of Oxnard General Plan by thwarting the ability of the school districts to comply with state Education Code requirements for new school locations. **The analysis contained in the DEIR concerning future school sites undertaken by the Ocean View School District cavalierly dismisses the impact of the pipeline alignment by stating that the district already has one high pressure gas line to avoid, so two should not be a problem. This analysis is not supported by any evidence whatsoever and directly conflicts with the significance criteria established in the DEIR.**

P467-1

On February 27, 2004, the Coast Guard, the Maritime Administration (MARAD), and the California State Lands Commission (CSLC) issued a notice of intent and notice of preparation (NOI/NOP) for preparation of a joint environmental impact statement/environmental impact report (EIS/EIR) for the proposed Cabrillo Port Liquefied Natural Gas Deepwater Port. The City of Oxnard issued an NOP for an EIR for the Ormond Beach Specific Plan on September 12, 2005, for development of a 920-acre community that extends from Edison Road on the west to Olds and Arnold Road on the east, West Pleasant Valley Drive on the North and the Pacific Ocean to the South. A Draft EIR for the Ormond Beach Specific Plan Area has not been issued and the specific plan is not yet approved.

The Northern Subarea of the Ormond Beach Specific Plan Area, which is the 323 acres north of Hueneme Road, and which is also referred to as the SouthShore Specific Plan Area, is outside the Oxnard city limits, but is within the City of Oxnard's Sphere of Influence (see Section 4.13.1.3). Section 4.13.1.3 contains information on existing and future sensitive land uses, including proposed schools in the Northern Subarea of the Ormond Beach Specific Plan Area.

P467-1

The proposed alignment of the Center Road Pipeline along Hueneme Road is adjacent to the southern boundary of the Ormond Beach Specific Plan Area. The Applicant has also incorporated measure AM LU-1 into the proposed Project (see Section 4.13.4). As allowed by existing franchise agreements SoCalGas has with the City of Oxnard, this Applicant measure would align the Center Road Pipeline in the ROW of the future McWane Boulevard, south of Hueneme Road between Edison Drive and Arnold Road, if this routing of McWane Boulevard were to be approved and constructed prior to the construction of the Center Road Pipeline.

P467-2

P467-3

P467-2

Thank you for the information. Figure 2.1-1 identifies the location of the proposed pipeline. Sections 4.13.3 and 4.13.4 contain information on potential impacts on existing and future land uses near the proposed pipeline route and mitigation to address such impacts. As discussed in Section 4.13.2.1, "Consistency with local land use plans must be viewed within the context of the existing franchise agreements that Ventura County and the Cities of Oxnard and Santa Clarita have with SoCalGas. These franchise agreements grant the right, privilege, and franchise for SoCalGas to lay and use pipelines and appurtenances for transmitting and

distributing natural gas for any and all purposes under, along, across, or upon public streets and other ROWs."

The design, construction, and operation of natural gas facilities are highly regulated; the U.S. Department of Transportation's (USDOT) Pipeline and Hazardous Materials Safety Administration and the California Public Utilities Commission's Division of Safety and Reliability have jurisdiction over pipelines. Section 4.2.8 discusses the background, regulations, impacts, and mitigation measures for natural gas pipelines. Section 4.2.8.4 describes Project-specific valve spacing and design requirements.

The proposed pipelines would meet standards that are more stringent than those of existing pipelines because they would meet the minimum design criteria for a USDOT Class 3 location. Also, MM PS-4c includes the installation of additional mainline valves equipped with either remote valve controls or automatic line break controls. SoCalGas operates high-pressure natural gas pipelines throughout Southern California.

Section 4.13.1.3 contains revised text to clarify the State of California Department of Education's (CDE) criteria for locating schools near pipelines. School site selection standards, Title 5 of the California Code of Regulations section 14010(h), state that school sites shall not be located near an aboveground water or fuel storage tank or within 1,500 feet of the easement of an aboveground or underground pipeline that can pose a safety hazard as determined by a risk analysis study conducted by a competent professional. According to the CDE, the May 2002 draft *Proposed Standard Protocol Pipeline Risk Analysis*, which was prepared under contract for the CDE, has become the de facto acceptable assessment methodology to guide the conduct of such a risk analysis after a school site is selected, even though there is no legal requirement to use it. Section 14010(h) does not prescribe a minimum setback for proposed school sites from natural gas pipelines, and the existence of a pipeline within 1,500 feet of a proposed school site does not automatically preclude the site from approval. The results of the risk analysis are used to determine the suitability of a proposed school site and would be used to prescribe setback requirements on a case-by-case basis.

Education Code section 17213 prohibits the acquisition of a school site by a school district if the site "contains one or more pipelines, situated underground or aboveground, which carries hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line which is used only to supply natural gas to that school or neighborhood." The proposed natural

gas pipeline does not cross any proposed school site.

P467-3

As stated in Section 4.13.1.3, "SoCalGas has confirmed that there is an existing 8-inch 150 pounds per square inch (psi) gas distribution pipeline already located adjacent to this proposed site [for an elementary school]. Therefore, it appears that the provisions of [Title 5 of the California Code of Regulations] section 14010 need to be addressed by the Ocean View School District regardless of whether the proposed Project is approved, and the District would have to conduct a pipeline risk analysis if it were to pursue this site."


Dwight Sanders
State Lands Commission
Page 2

As stated above, the Center Road Pipeline alignment creates a significant adverse impact to the SouthShore Specific Plan area north of Hueneme Road. Two alternatives proposed in the DEIR reduce the significance of the impact to acceptable levels. **First, the Point Mugu Shore Crossing/Casper Road Pipeline alternative entirely eliminates impacts to the SouthShore Specific Plan area.** This is the environmentally superior alternative with respect to impacts on land uses in the area of the LNG pipeline. Second, although this alternative offers less environmental protection than the Casper Road Pipeline, the Arnold Road Shore Crossing/Arnold Road Pipeline causes less impact to the SouthShore Specific Plan than the Center Road Pipeline. Moving the pipeline alignment east to Arnold Road avoids adverse impacts to the SouthShore proposed commercial site and increases the amount of land available to locate a viable elementary school within the specific plan area. It does not, however, free up enough land to allow for a future high school site north of Hueneme Road and Olds Road.

A variation of the Arnold Road alternative would be to bring the pipeline onshore at the proposed Center Road Pipeline location at Edison Road and then turn east at the future extension of McWane to Arnold Road (the extension of McWane to Arnold Road is proposed as part of the Ormond Beach Specific Plan on the south side of Hueneme Road). This alternative keeps the proposed Center Road Pipeline onshore location intact and avoids substantial impact to the SouthShore Specific Plan area by routing the pipeline over to Arnold Road approximately one mile south of Hueneme Road.

The DEIR should give strong consideration to all three of the alternatives described above in order to avoid significant adverse impacts to future land uses within the SouthShore Specific Plan.

Sincerely,



Tom Waddell, Chair
SouthShore Advisory Board
State Farm Insurance

Representing Board Members: Lydia Ledesma-Reese, Oxnard College President; Bishop B. A. Huggins, Pastor, St. Paul Baptist Church; Tony Grey, Filipino American Council of Ventura County; Brad Golden, American Title Company; Jim Keith, Prudential California Realty; Steve Marshall, Tierra Vista Neighborhood Council; Wayne Nelson, retired, Automobile Club of Southern California; Steven Buenger, Buenger Commercial Real Estate; Angela Carroll, Gaiser Enterprises; Lupe Anguiano, Lupe Anguiano and Associates, Inc; Ron Golden, First American Title; Mary Howard, President, Gold Coast Hispanic Chamber of Commerce; John Fitzgerald, Byers-Fitzgerald Real Estate; Penny Boehm, SouthShore Community Relations

c: Mayor and Council Members, City of Oxnard
Supervisor Kathy Long

P467-4

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P467-5

The proposed alignment of the Center Road Pipeline along Hueneme Road is adjacent to the southern boundary of the proposed Ormond Beach Specific Plan Area. The Applicant has also incorporated measure AM LU-1 into the proposed Project (see Section 4.13.4). As allowed by existing franchise agreements SoCalGas has with the City of Oxnard, this Applicant measure would align the Center Road Pipeline in the ROW of the future McWane Boulevard, south of Hueneme Road between Edison Drive and Arnold Road, if this routing of McWane Boulevard were to be approved and constructed prior to the construction of the Center Road Pipeline.

P467-4

P467-5

From: Leeseve@aol.com
Sent: Monday, May 08, 2006 9:02 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: LNG

V050-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

I opposed BHP Billiton's Liquid Natural Gas (LNG) terminal off the coast of California. Therefore I ask that this polluting and dangerous project be denied.
Thank you.
Elissa Wagner
PO Box 2573
Aptos, CA 95001

| V050-1

Allen Waldman

V231

26846 MALIBU COVE COLONY
MALIBU, CA 90265
PHONE 310-589-5057
FAX 310-589-5347

V231-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

HEY DWIGHT :

THIS IS ENVIRONMENTAL TERRORISM.!

AS A RESPONSIBLE HUMAN BEING,

YOU CANNOT ALLOW THIS TO HAPPEN.

V231-1

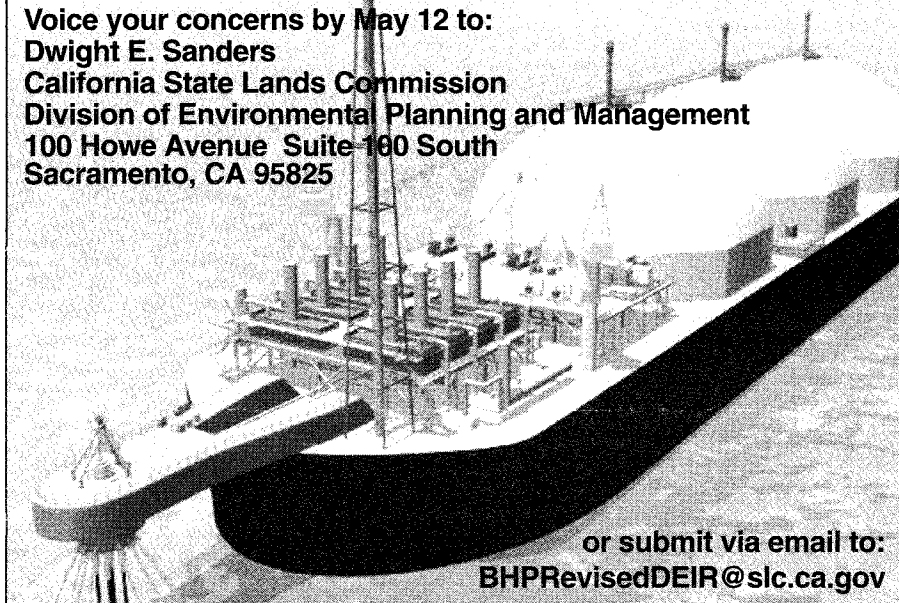
DO THE RIGHT THINGS!
Allen

V231-A01-1

This notice was submitted an attachment to 2006 Comment Letter V231.

Want This to Be Malibu's New Landmark?

Voice your concerns by May 12 to:
Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Avenue Suite 100 South
Sacramento, CA 95825



or submit via email to:
BHPRevisedDEIR@slc.ca.gov

V231-A01-1

P392

2006/P392

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore.
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

EMERY WARNER
645 E 116th St.

90059 Los Angeles CA
2/1

P285

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Dear Mr. Sanders,

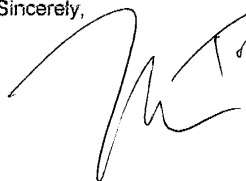
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Sincerely,

 Travis Walker
29500 Heather Cliff Rd #101
Malibu CA

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Sincerely,

Erie Wall

From: Janet Wall [walljanetm@msn.com]
Sent: Monday, May 01, 2006 10:40 AM
To: BHPRevisedDEIR@slc.ca.gov
Subject: Comments: Clearinghouse #2004021107

Janet M. Wall
 1901 Tamarack Street
 Westlake Village, CA 91361-1841
walljanetm@msn.com
 805-494-0826

May 1, 2006

Dwight E. Sanders
 California State Lands Commission
 10 Howe Ave., Suite 100-South
 Sacramento, CA 95825

Re: State Clearinghouse #2004021107
 Docket # USCG-2004-16877
LNG Facility: Channel Islands Coasts

Dear Mr. Sanders:

There were several public meetings held in late April to discuss the LNG facility proposed for the coastal area near Oxnard, Camarillo and the Channel Islands. I was unable to attend any of those meetings.

This letter is written with strong opposition to the LNG proposed location. There are a number of strategies that should be pursued to solve our energy problems. Our leaders are pursuing only what will be most detrimental to the environment and future generations.

1. The California coastal area is subject to earthquakes and possible terrorist attack. In addition the change in climate due to global warming may find us experiencing other unforeseen weather changes that will affect the ocean and coast as well. I am extremely concerned that dangerous LNG tankers, LNG facilities and their associated high volume, high pressure, industrial-sized gas pipelines would expose our marine sanctuaries and residential communities to unacceptable risks and make us too vulnerable to major industrial accidental disaster or mass destruction caused by unavoidable human error, earthquake, tsunami or terrorist attack.

2. The people located most closely to the area will be in danger. The aquatic residents of the oceans will be in danger. The people who are making the decision do not live in the area and will be safe from their poor decisions. LNG accidents have happened and will continue to happen no matter how many safety checks are in place. Furthermore, LNG accidents, which can result from a multitude of causes, have overwhelming proportions of uncontrollable devastation. It is unbelievably irresponsible to permit industrial-size gas pipelines across our beaches and through residential communities (already designated as liquefaction and earthquake hazard zones).

P034-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P034-2

Section 4.11 contains information on seismic and geologic hazards. Appendices J1 through J4 contain additional evaluations of seismic hazards. Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

As discussed in Section 4.1.8, the regulations implementing the Deepwater Port Act (33 CFR 149.625(a)) require that "each component, except for hoses, mooring lines, and aids to navigation buoys, must be designed to withstand at least the combined wind, wave, and current forces of the most severe storm that can be expected to occur at the deepwater port in any 100-year period." This section also discusses the criteria that would be used for final design, which the USCG would be required to review and approve.

Both the FSRU and the pipeline from it to the onshore facilities would be located outside of the current boundary of the Channel Islands National Marine Sanctuary (CINMS) and vessels associated with Cabrillo Port operations would not be expected to enter the CINMS. Sections 4.7.1.4, 4.13.2.2, and 4.20.1.5 discuss the potential expansion of the CINMS boundary, which is not proposed at this time. Sections 4.7.4, 4.15.4, 4.16.4, and 4.18.4 describe potential impacts on the marine environment and proposed mitigation measures to reduce those potential impacts.

P034-1

P034-2

As described in Chapter 2, LNG would only be present on LNG carriers and on the FSRU, which would be located 12.01 nautical miles offshore. As discussed in Section 4.2 and Appendix C, the consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline.

P034-3

See the response to Comment P034-2.

P034-3

Impact BioMar-6 in Section 4.8.4 addresses the impacts of an accidental release of LNG. Appendix C3 provides a summary of major LNG carrier accidents, and Section 4.2.7.4 discusses these accidents.

Section 4.7 addresses terrestrial biological impacts, including coastal impacts. Section 4.11 contains information on seismic and

geologic hazards.

As described in Section 2.3.2, the shore crossing would be installed beneath Ormond Beach. Sections 4.8.1 and 4.14.1.2 discuss Ormond Beach wetlands. Section 4.8.4 discusses mitigation measures to minimize impacts on wetlands. The presence of the pipelines under Ormond Beach would not restrict access to the area for recreation or otherwise alter recreation opportunities at Ormond Beach. During construction, the horizontal directional boring activities would be contained within the Reliant Energy property, and the pipeline would be buried underneath the beach. This topic is discussed further in Sections 4.15.4 and 4.2.8.4. Updated information about the restoration efforts at Ormond Beach is included in Section 4.13.2. Figure 4.13-1 has been revised.

Section 4.13.1 contains information on sensitive land uses in proximity to proposed and alternative pipeline routes, such as schools. There are no schools in the immediate vicinity of either of the proposed pipeline routes. Section 4.2.8 describes regulations regarding pipelines, including the requirement to establish public education programs to prevent and respond to pipeline emergencies. Section 4.2.8.4 contains information on the estimated risk of Project pipeline incidents. Section 4.16.1.2 describes emergency planning and response capabilities in the Project area.

The proposed pipelines within Oxnard city limits would meet standards that are more stringent than those of existing pipelines because they would meet the minimum design criteria for a U.S. Department of Transportation (USDOT) Class 3 location. Also, MM PS-4c includes the installation of additional mainline valves equipped with either remote valve controls or automatic line break controls. SoCalGas operates high-pressure natural gas pipelines throughout Southern California.

3. In 1977, the Oxnard City Council LNG EIR study showed up to 70,000 casualties from an LNG accident offshore. **None of the risk assessments even considered acts of sabotage.** The enormous facilities, tankers and pipelines will create soft-targets/sitting ducks for terrorists. Recent Homeland Security Alerts have specifically recognized LNG as a prime terrorist target.

4. This offshore LNG proposal is a guinea-pig project. No such facilities exist on earth. Proposed offshore LNG facilities are untried, untested and unproven, and therefore have a high risk of accident as potentially catastrophic kinks get worked out. LNG has too dangerous a learning curve, and will endanger our lives, homes, marine sanctuaries, sensitive ecosystems, (Channel Islands National Park, and our coastal residential communities from Santa Barbara to Santa Monica). It is naive to believe the "innovative" offshore proposals will work perfectly and flawlessly the first time out of the box!

5. In addition, the LNG processing / transporting scheme wastes natural gas as a world resource. Liquefying, transporting and regasifying natural gas WASTES between 18% and 25% of natural gas through the LNG delivery scheme. Storing approximately 100 million gallons of LNG on a proposed experimental floating regasification and storage unit (FSRU) LNG facility ("Cabrillo Port") and then offloading LNG at the proposed experimental LNG facility (Platform Grace), invites unprecedented disaster.

PLEASE encourage our industry leaders to invest in safe renewable energy sources NOT more nuclear and more imported fossil fuel. I do not want America's future to be further manipulated by dependency on foreign nations' fossil fuels. The billions of dollars being invested in LNG should be refocused and reinvested into creating American long-term, safe, and sustainable renewable energy sources. As long as energy companies are encouraged and "permitted" to build multi-billion dollar dangerous LNG delivering schemes -- importing more foreign fossil fuel -- the research, development and creation of safe sustainable renewable energy solutions will continue to be ignored and delayed.

Our California coastline is very precious to those of us who live here. It **MUST** be protected for future generations, and industrializing it with dangerous LNG facilities is **short sighted** and will cause irreparable harm to that which I have pledged to protect. .

Please say "NO."

Very truly yours,

Janet M. Wall

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P034-4

P034-4

Section 4.2.3, the Independent Risk Assessment (Appendix C1), and the U.S. Department of Energy's Sandia National Laboratories' review of the Independent Risk Assessment (Appendix C2) contain information on the 1977 Oxnard study. Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

P034-5

P034-5

Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR's analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

P034-6

P034-7

P034-8

P034-6

Thank you for the information. All storage and transportation of natural gas consumes energy. Liquefaction allows use of natural gas supplies that exceed the requirements of local markets.

P034-7

The proposed Project does not use Platform Grace for offloading natural gas. Section 2.1 provides an overview of Project components, and Section 2.2.2.3 contains information on proposed LNG receiving, storage, and regasification facilities.

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline.

P034-8

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commissions 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas. Section 1.2 discusses dependence on foreign energy sources.

Statement on LNG by Larry Wan

First of all the premise that there is an urgent need for more fossil fuel needs to be questioned and re-examined. The demand is completely market driven by a few fossil fuel companies who see huge profits by creating a market for another fossil fuel. These proceedings are premature and precipitous on the part of State Lands. You should first be demanding an honest assessment by the Energy Commission backed up by figures that can be confirmed and public hearings on the need to avoid making us victims of another scam similar to the electricity one that bankrupted this state.

Significant levels of conservation and energy efficiency can and should be implemented and thoroughly analyzed in the alternatives section. We consume ten to twenty times more energy and especially fossil fuel per capita than any other nation. If nearly 6 billion other people can survive on less, so can we. Our addiction to fossil fuel makes us the biggest contributor to global warming. We are addicted to easy energy, feeding that addiction doesn't help cure it. You can not break a cocaine addiction by serving up more heroin.

In discussing the impacts of any terminal you cannot decouple it from the effects of using natural gas itself. The EIR/EIS must contain an analysis of the environmental and health impacts of increasing the use of natural gas. Natural Gas is a fossil fuel that has a "double whammy" when it comes to global warming. Methane, the primary component of natural gas burns into carbon dioxide, the major green house gas. However, in addition, methane itself is a green house gas that according to the EPA traps over 21 times more heat per molecule than carbon dioxide. According to the EPA, methane, from leakage during transport and extraction of natural gas among other anthropogenic generation is second to carbon dioxide as the most abundant green house gas.

As a coastal state, we should be especially concerned about rising sea levels due to global warming and the enormous economic and property loss consequences. We cannot exonerate or dismiss the dealer of fossil fuel addiction from complicity and contribution to this serious "class I" irreversible and unmitigatable impact. In consideration of that alone, can anyone give me a good reason why we should proliferate our consumption of natural gas?

Let me give you some reasons why we should not.

Contrary to what they want us to believe, natural gas is not a "clean fuel" it is actually dirty. Studies by the California Institute of Technology and others show that natural gas contains radon and other radioactive materials, (BTEX (benzene, toluene, ethylbenzene and xylene), organometallic compounds (such as methylmercury organoarsenic and organolead) Some deposits of natural gas contain toxic heavy metals including mercury, arsenic and lead. These can be transported into homes and facilities. Some deposits contain high concentrations of heavy metals, including lead (Pb), Copper (Cu), Mercury (Hg), Silver (Ag), and Arsenic (As) It is suspected that these metals are present in the form of carcinogenic organometallic compounds.

P200-1

P200-1

Mr. Larry Wan submitted this written statement to the California State Lands Commission as a supplement to his oral testimony at the Public Hearing on April 18, 2006, in Malibu, California.

P200-2

P200-2

Section 1.2.1 contains information on the USCG and State formal hearings.

P200-3

P200-4

Following publication of this Final EIS/EIR, MARAD, the USCG, and the CSLC will serve public notice and hold final hearings. MARAD and the USCG will hold a final DWPA license hearing in accordance with 33 CFR 148.222. After the final license hearing is concluded by MARAD and the USCG, the Commandant (CG-3PSO), in coordination with the Administrator of MARAD, will consider any requests for a formal hearing as specified in 33 CFR 148.228. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease.

As discussed in Section 1.2.1, the California Energy Commission (CEC) and California Public Utilities Commission (CPUC) must "carry out their respective energy-related duties and responsibilities based upon information and analyses contained in a biennial integrated energy policy report adopted by the CEC." Section 1.2.1 also describes the public process that is used to develop the Integrated Energy Policy Reports to ensure that California's energy-related interests and needs are met.

P200-5

P200-6

Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

P200-3

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

P200-4

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

P200-5

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P200-6

Sections 1.3 and 2.2.1 discuss potential sources of natural gas that would be imported for the proposed Project. Section 4.6.2 also contains information on the properties of the natural gas that would meet California's requirements for pipeline-quality gas.

The Safe Drinking Water and Toxic Enforcement Act of 1986, commonly referred to as Proposition 65, requires the Governor to publish a list of chemicals "known to the State to cause cancer, birth defects, or reproductive harm" and requires California businesses to warn the public of potential exposures to these chemicals which result from their operations. Natural gas can contain radon and benzene, chemicals "known to the State of California to cause cancer." It also contains toluene, a chemical "known to the State of California to cause reproductive harm". Have you seen any warning signs from the Governor on Natural Gas facilities and operations? What is the governor hiding from us?

Besides the green house gas, carbon dioxide, other products generated from the combustion of natural gas, include NO₂, nitric acid when NO₂ combines with moisture, carbon monoxide, polycyclic aromatic hydrocarbons (PAH), volatile organic compounds, and fine organic particles.

Natural gas-fired power plants, vehicles, etc. emit sulphur dioxide and nitrogen oxides that contribute to acid rain and ground level ozone, both of which can damage forests and agricultural crops. Nitrous oxide absorbs 270 times more heat per molecule than carbon dioxide, again contributing to global warming.

Natural gas also produces products that create serious health hazards. It creates ground level ozone which has been linked to a range of respiratory illnesses. More recently, ground level ozone has been linked to the development of childhood asthma, the most common chronic disease among children

Possibly even more troubling is the emission of fine particulates from gas-fired power plants. Fine particulate (PM_{2.5}) is defined as any atmospheric particle with a diameter of 2.5 micrometers or less. The EPA estimates that 77% of particulates from natural gas plants are dangerously small. These fine particulates have an even greater impact on human health than the larger visible particulates in smog from burning gasoline, because they by-pass our bodies' natural respiratory filters and end up deep in the lungs. In fact, many studies have found no safe limit for exposure to these substances. Because of their small size, fine particles can penetrate into the deeper structures of the lungs and then chronically and acutely affect human health, aggravate pulmonary or cardiovascular disease, affect mucociliary clearance and increase mortality.

It has been proposed that odorants be added so that gas leaks can be recognized before concentrations reach a dangerously flammable or explosive level. The intended concentration would be such that odor will be detected at approximately one-fifth of the lower flammability limit, or about 4-24 grams of odorant per km³ gas. These odorants are sulfur compounds, and include mercaptans (ethyl mercaptan (methanethiol), methyl mercaptan, isopropyl mercaptan, T-butyl mercaptan), thioesters and thioaromatics. The potential toxicity of these odorants raises issues concerning the safety of the use of natural gas. Exposure to Mercaptan odors can cause nausea or headaches. In high concentrations, mercaptans can cause cold extremities and rapid pulse, and may induce

P200-7

Methane (LNG or natural gas) is not included on the June 9, 2006, Proposition 65 list of chemicals known to the State to cause cancer or reproductive toxicity (see Sections 4.2.7.1, 4.2.8.1, and 4.12.2).

P200-7

P200-8

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P200-8

P200-9

Section 4.6.2 contains information on the specific requirements that must be met for the quality of natural gas distributed in Southern California from the Project. These requirements include concentration limits for a number of substances, including hydrogen sulfide, mercaptan sulfur, total sulfur, as well as a prohibition on acceptance of natural gas shipments that contain hazardous substances concentrations that would present a health hazard to the general public. Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

P200-9

unconsciousness with cyanosis or even death. Mercaptans are dangerous when heated to decomposition because they emit highly toxic SO_x fumes. Furthermore, they will react with water, steam or acids to produce toxic and flammable vapors, and can react violently with oxidizing compounds. Animal toxicological studies have shown that 0.16% methanethiol, 3.3% ethanethiol or 9.6% dimethyl-sulfide induce coma in 50% of rats exposed during a 15 minute period. Human toxicity has been established in Canada through the case of a man found comatose within an hour after respiratory exposure to an unknown concentration of methane-thiol. The man experienced severe transient hemolytic anemia, and died 28 days after exposure.

None of these health and global warming impacts have been analyzed in the EIR/EIS.

An additional serious, unmitigated impact from the terminal itself has also not been analyzed. Lighting from an offshore LNG terminal construction and operations will adversely affect a wide array of species. Seabirds are attracted to lights at night and collide with and are killed at offshore platforms. They are also affected by other hazards once attracted to lights. Many fish species are also attracted to lights. This causes them to surface where they are then vulnerable to increased predation. Our fish stocks are plummeting and cannot be subjected to additional impacts. Artificial night lighting alters the reproductive physiology, migration, foraging and parental behavior of many species. Migratory birds move over tens of degrees of latitude and longitude in hemispheric proportions. The population effects of mortality associated with artificial lighting is profound. Light associated mortality of nocturnal avian involving collisions of hundreds of thousands of birds is well documented in a number of scientific findings. I reference the attached information that I am providing to you. This hazard must be eliminated and not allowed in any form.

Finally if we are to import foreign natural gas we should consider the whole "chain of custody" and not just only when it arrives within our boundary. Therefore the "environmental justice" issue is far more than whether or not pipelines cross minority communities in Oxnard. The greatest environmental injustice is the rush to extract natural gas by destroying pristine wetland, mangrove and forest habitats. The destruction of functioning undisturbed ecosystems robs local communities (especially mostly impoverished ones) of the critical life sustaining ecosystem services that they depend on such as basic food and water. To compound the injury these communities are also subject to hazards of accidental release of concentrated H₂S from blowouts of natural gas wells which have high levels of H₂S. The acute toxicity of H₂S implies that this may have a serious affect on the health of nearby human populations. Natural gas which often have high concentrations of H₂S, require removal from the crude gas in refineries. These refineries emit H₂S and SO₂ into the atmosphere. Several Canadian epidemiological studies have been conducted on the health of communities in the vicinity of "sour gas refineries". These communities reported a multitude of adverse effects, including elevated occurrences of cancer, adverse effects on reproduction and increased birth defects, excess mortality, contamination with certain heavy metals, and a variety of low level chronic symptoms including fatigue, headache, and skin problems. It has been shown that SO₂ exposure can lead to lung cancer in humans. A study on respiratory

P200-9 Continued

P200-9
Continued

P200-10

Impact BioMar-3 in Section 4.7.4 contains information on Project lighting impacts on marine life.

P200-11

Executive Order 12114, Environmental Effects Abroad of Major Federal Actions, requires Federal agencies to consider the potential environmental effects of major Federal actions that could significantly affect the global commons outside the jurisdiction of any nation. Executive Order 12114 is not applicable to the extraction and development of natural gas in foreign countries.

P200-10

An evaluation of the Project's environmental effects abroad must also be viewed within the context of section 15040 of the State CEQA Guidelines, which specifically defines and correspondingly limits the authority provided to State and local agencies under the CEQA.

P200-11

The Applicant has stated that the source of the natural gas for this Project would be either Australia, Malaysia, or Indonesia. As these countries are sovereign nations, the Applicant would be required to comply with those countries' applicable environmental laws and regulations pertaining to the extraction and development of natural gas fields as well as those pertaining to the liquefaction and transfer of LNG to LNG carriers. Consideration of the Applicant's compliance with a foreign nation's applicable laws and regulations is beyond the scope of this EIS/EIR.

The Applicant has indicated that the Scarborough natural gas field in the state of Western Australia could be a potential source of natural gas for the Project. In May 2005, the Honourable Ian Macfarlane, the Australian Federal Minister for Industry, Tourism and Resources, stated, "Development of the Scarborough Field and related support facilities must be carried out in accordance with applicable laws and regulations of both the Australian Government (federal) and the State Government in Western Australia. Any activities will be subject to assessment and approvals under the applicable environmental legislative regimes. These include, among others, the Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999, governing matters of national environmental significance, and, under State legislation, the Western Australian Environmental Protection Act 1986. The objectives of the Commonwealth's environmental regulatory regimes are to provide for the protection of the environment and

ensure that any petroleum activity is carried out in a way that is consistent with the principles of ecologically sustainable development." (Appendix L contains a copy of this letter.)

Section 1.3 has been revised to include information on Indonesian and Malaysian environmental requirements that would regulate impacts related to producing and exporting natural gas. All three countries have existing LNG liquefaction facilities.

problems showed an increased prevalence of respiratory symptoms in children with greater environmental exposure to gas plant emissions.

If we are to play in the game of global economy, if we are to consume a resource from some one else's backyard, we have a moral imperative to take responsibility for any global environmental consequences and injustices. This is not just a NIMBY issue. It is more than not in Pt. Dume's back yard, or not in our Oxnard neighbor's back yard. It is also not in our neighbor's back yard across the sea. It is **not on my planet** period.

This commission not only has the ability to deny this EIS as inadequate, it has a duty to do so.

References:

- 1) *Ecological Consequences of Artificial Night Lighting*; Rich and Longcore; 2006 Island Press
- 2) *Publication of Natural Gas Information Coalition*; N. S. Canada; David Wimberly; 2000
- 3) *Medical-Environmental Report*; Allergy and Environmental Health Association; Canada 1997; Karen McAllister

Primary Points:

Methane burns to CO₂- primary greenhouse gas

Methane escapes easily at every point of transport and use- Methane molecules trap heat 21% more than CO₂

Natural gas contains radioactive compounds and carcinogenic organometallic compounds

Some deposits also contain heavy metals

Natural gas contains radon and benzene, compounds known to cause cancer

Natural gas contains toluene known to cause birth defects

Natural gas produces nitrous oxide products, including carbon monoxide, PAH and volatile organic compounds

Natural gas produces ground level ozone linked to childhood asthma

77% of particles from natural gas are small particulates which are more dangerous to human health than those produced by burning gasoline

P200-12

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P200-12

P200-13

Thank you for the information.

P200-13

Leak detection of natural gas requires odorants which also have serious health risks

Terminals require night lighting that has serious unmitigated impacts on marine life including fish and birds

April 11, 2006

Mr. Dwight Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

Fax: 916-574-1885
Email: BHPRevisedDEIR@slc.ca.gov

RE: Cabrillo Port LNG Terminal
State Clearinghouse No. **2004021107**

Dear Mr. Sanders:

I am writing to express my support for the Cabrillo Port LNG facility. This project will achieve several objectives: expand the state's supply of natural gas, reduce our reliance on natural gas imports, help satisfy the state's clean air goals, and importantly, help moderate natural gas prices.

LNG has proven to be a safe and effective way of transporting natural gas. LNG is simply natural gas that has been chilled so it can be carried long distances by tanker ships, then re-gasified so it can be carried by pipeline to power plants and other users.

I applaud the State Lands Commission for taking the time to evaluate the environmental impacts of the proposed offshore facility. I am glad to see that the commission recently released a revised draft environment impact report that is responsive to public comments.

The Cabrillo Port facility is a viable way of bringing new supplies of natural gas to California, and at the same time, help satisfy the state's clean air goals. Please allow this project to move forward with the approval process.

Sincerely,

Lori Warner

V003-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V003-1

P453

UNIVERSITY OF CALIFORNIA, SANTA BARBARA

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DEPT. OF ECOLOGY, EVOLUTION, & MARINE BIOLOGY
SANTA BARBARA, CALIFORNIA 93106-9610

May 2, 2006

Dwight E. Sanders
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

Comment on revised DEIR: Cabrillo Port intake and impacts on ichthyoplankton in the Santa Barbara Channel

To the commission:

I would like to point out that there are two major problems with the ichthyoplankton impact study:

1. While the actual intake is relatively close to shore and very shallow, the "quadrat" chosen for comparison is very large, and extends far offshore (note where the intake sits in the quadrat). The larger area chosen for comparison, the effect will be proportionally smaller (imagine what the numbers would look like if one used the volume of the entire California Current as a denominator). Percentage mortality is therefore misleading; it is much clearer to simply state the amount of water that will be directly affected by the operations (nearly four billion gallons per year).

2. More seriously, the CalCOFI samples are from water that is deeper and further offshore on average than the water being used by the project. Since plankton densities generally increase as samples are taken shallower and nearer shore, the CalCOFI numbers for density would be an underestimate of the density at the site. Note that their source water body depth went down to 210m. Note that in the consultation records, Dr. Peter Raimondi pointed out this problem and suggested that it needed to be discussed. I found no such discussion in the document, only a statement that "it has been determined that data from all stations...is relevant to determining Project entrainment impacts." (p 11).

These observations raise serious concerns for the validity of the DEIR.

Sincerely,

Robert R. Warner
Professor of Marine Biology

P453-1

The source water body area was identified as a result of consultation with experts (summarized in Section 4.1 of Appendix H1 and in Appendix H1.1), who acknowledged that the methods described in Appendix H1 to identify the source water body were reasonable.

In addition, the Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. A closed loop tempered water cooling system, which recirculates water, would be used instead of a seawater cooling system, except during annual maintenance (four days for the closed loop tempered water cooling system, and four days for the Moss tanks when the inert gas generator [IGG] would be operating).

Because seawater would only be used during these maintenance activities, the volume of seawater used would be greatly reduced. Section 2.2.2.4 describes the proposed seawater uptakes and uses for the FSRU. Appendix D5 describes seawater intakes and discharges during Project operations, and Appendix D6 describes the closed loop water system.

P453-1

The ichthyoplankton analysis (Appendix H and within Section 4.7) has been revised to reflect current intake volumes. Tables 4.7-8a and 4.7-8b in Section 4.7 provide a summary of the seawater uptakes required for operation of the FSRU and LNG carriers that were evaluated in the ichthyoplankton impact analysis.

P453-2

P453-2

Site-specific data are not available. After consultation with NOAA and marine biology experts, the use of the CalCOFI database was determined to be appropriate for the purposes of the analyses contained in this EIS/EIR. CalCOFI surveys have been consistently collected over a period of time and are the best scientific data currently available.

CURRICULUM VITAE**ROBERT R. WARNER**

P453-3

P453-3

Thank you for the information.

INTERESTS: Behavioral ecology; the interaction of behavior and life history; population ecology, particularly in coral reef fishes.

PERSONAL: Born October 28, 1946; U. S. Citizen

PROFESSIONAL EXPERIENCE:

- 1964 - 67 Analytical chemist, Atlantic Richfield Oil Co., Wilmington, CA (summers).
- 1970 Research histologist, U.S. Bureau of Commercial Fisheries
- 1973 Programmer and Field Assistant, Marine Ecological Consultants, Solana Beach, CA

UNIVERSITY EMPLOYMENT:

- 1973 Instructor, San Diego City College, CA
- 1975-81 Assistant Professor of Marine Biology, Dept. of Biological Sciences, UC Santa Barbara.
- 1982-85 Associate Professor of Marine Biology, Dept. of Biological Sciences, UC Santa Barbara.
- 1985 Professor of Marine Biology, Dept. of Biological Sciences, UC Santa Barbara.
- 1990-95 Vice-Chair, Dept. of Biological Sciences, UC Santa Barbara.
- 1995 Acting Chair, Dept. of Biological Sciences, UCSB
- 1995-98 Chair, Dept. Ecology, Evolution, and Marine Biology, UCSB

EDUCATION:

- | | | | |
|-------|------|--------------------|---|
| A.B. | 1968 | Vertebrate Zoology | UC Berkeley |
| Ph.D. | 1973 | Marine Biology | UC San Diego,
Scripps Institution of
Oceanography |

ROBERT R. WARNER

HONORS/AWARDS/SPECIAL APPOINTMENTS:

- 1964 Kraft Award, UC Berkeley
- 1965-68 Academic Scholarships, UC Berkeley
- 1968 Phi Beta Kappa, UC Berkeley
- 1968 Graduated with distinction in general scholarship and in the honors zoology program.
- 1971 Academic scholarship, Scripps Institution of Oceanography
- 1973-75 Postdoctoral fellowship, Smithsonian Tropical Research Institute
- 1982 Plenary Speaker: Fourth European Ichthyology Congress, Hamburg
- 1983 Plenary Speaker: International Ethological Congress, Brisbane
- 1986 C.I.M.A.S. Distinguished Professor, University of Miami
- 1988 Main Speaker: Symposium on Recruitment, Sixth Intl. Coral Reef Congress, Townsville, Aust.
- 1990 Darwin lecturer, University of Kentucky
- 1990 Lawrence Distinguished Professor, SUNY Stony Brook
- 1991 Plenary Speaker: International Ethological Congress, Kyoto
- 1992 Tester Distinguished Professor, University of Hawaii
- 1996 Plenary Speaker: Eighth International Coral Reef Congress, Panama
- 1996-2000 Editorial Board, *Behavioral Ecology*
- 1997 Plenary Speaker, Coastal and Reef Processes: Strategic Development ARC Symposium, James Cook University, Australia
- 1998 Plenary Speaker, Annual International Symposium, The Fisheries Society of the British Isles
- 1998 OUEVRE Visioning Committee for NSF Biological Oceanography
- 1998 Councillor, Society for the Study of Evolution
- 1999 NCEAS Sabbatical Fellowship
- 1999 Marine Reserves Scientific Advisory Panel, Channel Islands National Marine Sanctuary
- 2000-05 Editorial Board, *Journal of Ethology*
- 2001 Distinguished Marine Scientist – Oregon State University
- 2002-05 Research Chair, Channel Islands National Marine Sanctuary Advisory Council
- 2005 Plenary speaker, 7th Indo-Pacific Fish Conference, Tapei

ROBERT R. WARNER

INVITED LECTURES:

- 1975 Seminars: Smithsonian Tropical Research Institute
Yale University
Guelph University
UC Berkeley
UC Santa Barbara
UC Los Angeles

- 1976 Seminars: Scripps Institution of Oceanography
Calif. State University, San Francisco
California Academy of Sciences
Symposium: Tropical Biology, UCLA

- 1977 Seminars: Smithsonian Tropical Research Institute

- 1978 Seminars: Cornell University
McGill University
UC Davis
Symposium: Sociobiology, AAAS, Washington, D.C.

- 1979 Seminars: University of Utah
University of Arizona
Arizona State University
UC Santa Cruz

- 1980 Seminars: UC Riverside
UC Irvine
Scripps Institution of Oceanography

- 1981 Seminars: University of Nevada
Oregon State University
University of Alberta, Canada

- 1982 Seminars: Max Planck Institute, Seewiesen, F.R.G.
University of Freiburg, F.R.G.
University of Groningen, Netherlands
Symposium: International Ethological Congress, Oxford
Main Plenary Speaker: Fourth European Ichthyology Congress, Hamburg

- 1983 Seminars: Scripps Institution of Oceanography
University of Utah
Plenary Speaker: International Ethological Congress, Brisbane

- 1984 Symposium: Collias Honorary, UCLA

ROBERT R. WARNER

INVITED LECTURES: (Cont'd)

- 1985 Seminars: Ohio State University
 University of Kentucky
 University of New Mexico
 University of California, Santa Barbara
 S.T.A.R.E.S.O., Calvi, Corsica
 University of British Columbia
 Simon Fraser University
 Princeton University
 Symposia: Coral Reef Congress, Tahiti
 Indo-Pacific Fish Congress, Tokyo
- 1986 Seminars: C.I.M.A.S. Visiting Professor, University of Miami
 Symposium: Sex Determination, University of Colorado
- 1987 Seminars: Scripps Institution of Oceanography
 Symposium: Ethology and Evolutionary Ecology of Fishes
- 1988 Seminars: McGill University
 Laval University
 West Indies Laboratory, St. Croix
 Main Speaker: Symposium on Recruitment, Sixth Intl. Coral Reef
 Congress, Townsville, Aust.
- 1989 Seminars: University of North Dakota
 University of Minnesota
- 1990 Darwin Lecturer: University of Kentucky
 Lawrence Distinguished Visiting Professor, SUNY Stony Brook
 Seminars: U.C. Davis
 University of Georgia
 Scripps Institution of Oceanography
 Oxford University
 Cambridge University
 Uppsala University
- 1991 Seminars: Imperial College, Silwood Park
 University of Berne
 University of Zurich
 University of Basel
 Brown University
 Plenary Speaker: International Ethological Congress, Kyoto
- 1992 Seminars: Northern Arizona University
 University of the Virgin Islands
 Oregon State University
 Tester Distinguished Professor, University of Hawaii

ROBERT R. WARNER

INVITED LECTURES: (Cont'd)

- 1993 Symposium: Sexual Selection in Lower Vertebrates (ASIH, Austin)
Seminars: University of New Hampshire
Pepperdine University
Cuesta College
University of Arizona
- 1994 Seminars: University of North Carolina
University of Southern California
- 1995 Seminars: Uppsala University, Sweden
SUNY Buffalo
- 1996 Seminars Calif. State University, Northridge
Scripps Institution of Oceanography (Rosenblatt symposium)
Eastern Michigan University
Michigan State University
Plenary Speaker, Eighth International Coral Reef Congress, Panama
- 1997 Seminars Scripps Institution of Oceanography, UCSD
Department of Psychology, UCSB
Evolutionary Behavior and Social Science Seminar, UCSB
University of Padova, Italy
National Center for Ecological Analysis and Synthesis
Plenary Speaker, Coastal and Reef Processes: Strategic Development
ARC Symposium, James Cook University, Australia
- 1998 Seminars Florida State University
University of Florida
Cornell University
Humbolt State University
Workshop OEUVRE (Future of Marine Ecology) NSF, Keystone, CO.
Working Group Marine Protected Areas (National Center for Ecological
Analysis and Synthesis)
Working Group Connectivity in Marine Populations (NSF, Santa Barbara,
CA)
Symposium: Marine Protected Areas (NOAA and Mote Marine Laboratory,
Sarasota, Florida)
Plenary Speaker, Annual International Symposium, The Fisheries Society of
the British Isles

ROBERT R. WARNER

INVITED LECTURES: (Cont'd)

- | | | |
|------|-----------------|--|
| 1999 | Seminars | Oregon State University
National Center for Ecological Analysis and Synthesis
University of California, Riverside
University of California, Santa Cruz |
| | Working Group | Marine Protected Areas (National Center for Ecological Analysis and Synthesis) |
| | Working Group | Long-term Marine Records (National Center for Ecological Analysis and Synthesis) |
| | Working Group | Open vs. closed marine populations (National Center for Ecological Analysis and Synthesis) – convenor |
| 2000 | Seminars | National Center for Ecological Analysis and Synthesis
Pacific Marine Fisheries Council
Channel Islands Marine Reserves Working Group
Pacific Marine Conservation Council
Sustainable Seas Expedition Coordinating Group
Communication Partnership for Science and the Sea |
| | Working Group | Marine Protected Areas (National Center for Ecological Analysis and Synthesis) |
| | Working Group | Long-term Marine Records (National Center for Ecological Analysis and Synthesis) |
| | Working Group | Open vs. closed marine populations (National Center for Ecological Analysis and Synthesis) – convenor |
| 2001 | Seminars | Scripps Institution of Oceanography
Oregon State University
North Carolina State University |
| | Speaker | Consultative Group on Biological Diversity Annual Meeting |
| | Symposium | American Association for the Advancement of Science
The Theory of Marine Reserves |
| | Invited speaker | Second workshop on North American Marine Protected Areas |
| | Interlocutor | Marine Conservation Biology Symposium on Zoning in the EEZ |
| 2002 | Seminars | Scripps Institution of Oceanography |
| | Speaker | COMPASS Symposium on Marine Reserves
US House of Representatives: House Ocean Caucus
US House of Representatives: Committee on Resources
California Fish and Game Commission
California World Ocean Conference
Chancellor's breakfast group |
| | Working Group | Marine Protected Areas II (National Center for Ecological Analysis and Synthesis) |

ROBERT R. WARNER

INVITED LECTURES: (Cont'd)

2003	Seminars	University of Connecticut College of the Atlantic
	Symposia	American Association for the Advancement of Science Coastal Marine Ecology Evolution of Sex and Gender
	Workshop	NSF: Connectivity in marine populations
	Working Group	Marine Protected Areas II (National Center for Ecological Analysis and Synthesis)
2004	Seminars	Hopkins Marine Station, Stanford Florida State University University of Miami
	Working Groups	Marine Protected Areas II (National Center for Ecological Analysis and Synthesis) Land-sea connections (National Center for Ecological Analysis and Synthesis) NOAA National Marine Protected Areas Center – Integration of Marine Protected Areas and Fishery Science and Management
	Symposia	International Coral Reef Congress, Okinawa – Connectivity in Marine Populations International Coral Reef Congress Satellite Meeting – Sex Allocation (Keynote speaker) Friday Harbor Laboratory - Ecosystem-based Management for Resilience

ROBERT R. WARNER

EXTRAMURAL GRANTS:

National Geographic Society	Sex change in coral reef fishes	1976 \$6,500
National Science Foundation (with A. Ebeling)	Continued analysis of kelp-bed fish communities	1976-78 \$138,000
National Science Foundation	Using sex change to test hypotheses in life history and and behavior	1978-81 \$80,000
National Science Foundation	Behavioral and population ecology of coral reef fishes	1981-84 \$141,000
European Ichthyology Congress	Travel Grant	1982 \$650
International Ethological Congress	Travel Grant	1983 \$745
National Science Foundation	Behavioral and population ecology of coral reef fishes	1984-87 \$210,000
National Science Foundation	Selection for male traits and female preference in a coral reef fish	1987-90 \$252,000
National Science Foundation	Research experience for undergraduates in coral reef ecology	1989 \$8,000
National Science Foundation	Mating site determination and catastrophic change	1990 \$5,300
National Science Foundation	Mating group size and sex allocation	1991 \$7,500
NOAA	Recruitment limitation vs. density dependence in reef fish populations	1991-92 \$64,000
International Ethological Congress	Travel Grant	1991 \$475
National Science Foundation	Mate choice in the bicolor damselfish, <i>Stegastes partitus</i> .	1991-92 \$8770

ROBERT R. WARNER

EXTRAMURAL GRANTS (Cont'd):

National Science Foundation	Protandrous fishes as tests of sex allocation theory	1991-92 \$8500
National Science Foundation	Behavioral and population ecology of coral reef fishes	1992-95 \$200,000
National Science Foundation	Graduate Minority Fellowship Supplement to above grant	1993-96 \$62,000
National Science Foundation	Mating dynamics in a pelagically-spawning coral reef fish	1992-95 \$155,000
National Science Foundation	REU Supplement to the above grant	1994-95 \$5000
National Science Foundation	Gamete allocation in benthically-spawning reef-fishes	1994-96 \$15,000
International Conservation Society	Sources of recruitment in coral reef fishes	1995-96 \$2500
National Science Foundation	Interactions between reproductive strategies and mating system structure	1995-99 \$265,000
W. M. Keck Foundation	Coastal Research Initiative: New links between ocean physics and marine population dynamics (5 co-PIs)	1996-99 \$650,000
National Science Foundation	SGER: Using ICP-MS to detect sources of recruitment in marine fishes	1996-98 \$50,000
International Society for Reef Studies	Travel grant	1996 \$810
National Science Foundation	The effect of intra- and intersexual conflict on patterns of mating behavior (with S. Henson)	1997-99 \$10,000
Packard Foundation	Partnership for Interdisciplinary Studies of Coastal Oceans (8 co-PIs)	1999-04 \$17,800,000

ROBERT R. WARNER

EXTRAMURAL GRANTS (Cont'd):

Environmental Defense Fund	Can we design marine reserves to export larval fishes to surrounding populations? (with G. E. Forrester)	1999-01 \$15,000
National Science Foundation	NCEAS Sabbatical Fellowship: Open vs. Closed Marine Populations: Synthesis and Analysis of the Evidence	1999-00 \$70,000
California Sea Grant	Linking early fish growth and transport to circulation using otolith microstructure and microchemistry (with M. Love)	2001-02 \$95,000
UCOP	Larval Pathways and Population Connectivity in Nearshore Marine Organisms (with S. Swearer)	2002-03 \$500,000
Center for Marine Conservation	Larval retention and Population Connectivity in the Galapagos Marine Reserve (with B. Ruttenberg)	2002-03 \$14,000
Packard Foundation	Communicating the Science of Marine Reserves (with J. Lubchenco, S. Gaines, S. Aïramé, and B. Simler)	2002-2003 \$241,796
National Science Foundation	Coupled Physical-Human System Biocomplexity: Flow, Fish and Fishing: Disparate Scales of Process Make Nearshore Fishery Management a Difficult Task (5 co-Pis)	2003-2008 \$1,600,000
Packard Foundation	Partnership for Interdisciplinary Studies of Coastal Oceans (12 co-PIs)	2003-04 \$1,290,000

ROBERT R. WARNER

EXTRAMURAL GRANTS (Cont'd):

California Sea Grant	Use of natural tags in <i>Loligo opalescens</i> paralarvae to trace dispersal history (with J. Caselle)	2003-04 \$10,000
Australian Research Council	Discovery Grant: Do larval fish leave the reef to avoid parasites? (with A. Grutter, M. McCormick, A. Kuris)	2004-07 \$330,000
National Science Foundation	Collaborative Research: Tracking Invertebrate Larval Trajectories (with D. Zacherl, S. Gaines)	2004-2007 \$268,000
National Park Service	Larval retention, larval exchange and population connectivity in the Hawaiian Islands (with S. Hamilton, B. Ruttenberg)	2004-2005 \$20,000
Packard Foundation and Moore Foundation	Partnership for Interdisciplinary Studies of Coastal Oceans (12 co-PIs)	2004-09 \$24,500,000

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Submitted

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From: Boven, Karen [KBoven@semprautilities.com]
Sent: Friday, May 12, 2006 7:51 PM
To: BHPRevisedDEIR@slc.ca.gov
Cc: Tong, Susan
Subject: Cabrillo Port Recirculated DEIS/EIR comments

Importance: High

Attachments: SCG_PUBLIC_COMMENTS_BHPLNG_EIS_051206.pdf
Greetings,

I submitted SoCalGas' comments at 12:35 PM PT today to the DOT Docket Management System under Docket# USCG-2004-16877 (tracking #398207), however, I was advised that I should submit the comments directly to State Lands as well. I apologize for the oversight.

Also, there is one additional comment I forgot to include in our list. Please consider it part of our submittal:

Introduction, Page 1-1, Line 33: strike "an annual average" and replace with "a peak capacity." Therefore, Line 33 should read, "...station and deliver a peak capacity of 800 million cubic feet per day (MMcfd)."

Thank you for your assistance.

Sincerely,

Karen L. Boven
Project Manager

Project and Construction Management

Southern California Gas Company
555 W. 5th Street, GT23F1
Los Angeles, CA 90013

213.244.5865 office
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kboven@semprautilities.com


L004-1

The statement in Section 1.0 is correct; no change has been made to the text.

L004-1

L004-2

Thank you for the information.

A  Semptra Energy utility™

Southern California Gas Company
555 W. 5th Street, GT23F1
Los Angeles, CA 90013

May 12, 2006

Mr. Mark Prescott
United States Coast Guard
2100 Second Street, S.W.
Washington, D.C. 20593-0001

Mr. Dwight E. Sanders
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, Ca. 95825-8202

**Re: Comments of Southern California Gas Company to Revised Draft Environmental Impact Statement/Environmental Impact Report for Cabrillo Port Deepwater Port
Federal Docket No: USCG-2004-16877, State Clearinghouse No: 2004021107**

Gentlemen:

Southern California Gas Company ("The Gas Company") has reviewed the referenced revised draft environmental impact statement/environmental impact report ("EIS/EIR") and has summarized its comments on the attachment to this letter. However, certain comments discussed below are generic to the entire EIS/EIR.

As you know, The Gas Company is a California public utility under the jurisdiction of the California Public Utilities Commission ("CPUC"). The Gas Company will be constructing only the onshore pipeline that takes natural gas from the metering station located at the Ormond Beach Generating Station, and brings that pipeline quality gas into The Gas Company's system in the same manner, and for the same purposes, as any other natural gas delivered to The Gas Company. This pipeline will be constructed in full compliance with CPUC design and construction requirements.

Please see Attachment 1 for more detailed comments to the revised draft EIS/EIR.

Very truly yours,

A handwritten signature in cursive script, reading "Roger Warr".

Roger A. Warr
Manager, Project and Construction Management

L004-2

COMMENTS TO THE CABRILLO PORT LIQUEFIED NATURAL GAS DEEPWATER PORT PROJECT
REVISED DRAFT EIS/EIR
FEDERAL DOCKET # USCG 2004-16877
STATE CLEARINGHOUSE # 2004021107

Submitted Electronically to USCG and CSLC 05/12/2006

Item #	Page	Line No.	Subject	Statement (as appears in EIS/EIR)	Correction	Comment (Explaining Correction)
L004-3 1	4.5-16	8		"The installation of a pipeline would not prevent agricultural production; however, it would prohibit trees within the permanent 50-foot maximum ROW."	"The installation of a pipeline would not prevent agricultural production; however, it would prohibit large, deep rooted trees within 15 feet of the pipeline (a 33 foot wide swath centered on the pipeline) the permanent 50-foot maximum ROW. "	Of the 50 ft. permanent easement, only 33 ft. would need to be maintained clear of any deep rooting or large trees to prevent tree roots from affecting the pipeline.
L004-4 2	4.5-18	18-19	Impact AGR-1 Temporary Loss of Agricultural Land	"For this Project, construction would occur in an 80-foot ROW (30 feet of which is non-agricultural road shoulder) in agricultural areas."	"For this Project, construction would occur in a 75 – 80 foot ROW temporary construction easement (TCE) ROW (30 feet of which is non-agricultural road shoulder) in agricultural areas. Construction within or along a paved roadway will require the use of the unpaved road shoulder. Depending on the available workspace, TCE may be required within agricultural lands adjacent to the roadway."	Confusing as written. Agricultural roads are frequently relocated from year to year; final detailed alignment of Center Road Pipeline is not yet determined. Consequently, should assume 75-80 foot wide temporary construction easement and 50 foot wide permanent right-of-way on private lands.
3	4.5-18	30-31		"However, no trees would be allowed to grow in the permanent pipeline ROW."	"However, no large, deep rooted trees would be allowed to grow within 15 feet of the pipeline in the permanent pipeline ROW."	Consistent with comment to 4.5-16, Line 8.
4	4.5-22	19-20	Impact AGR-6 Impacts from a Leak or Fire Associated with the Natural Gas Transmission Line	"SoCalGas would be responsible for ensuring that the soil would be aerated after the emergency response is completed."	"SoCalGas would be responsible for ensuring that the soil would be decompacted equivalent to adjacent undisturbed areas after the emergency response is completed."	Compacted areas would be restored to original pre-disturbance conditions.

L004-3
Section 4.5.3 was revised to include the information that trees would be prohibited from a 33-foot wide swath around the pipeline.

L004-4
Section 4.5.4 has been revised per the comments.

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L004-5	5	ES-27 ES-43 4.5-35	27 22-23 32-41	4.5 Agriculture and Soil Resources	<p>"...permanent loss of 0.1 acre (0.04 ha) of Prime Farmland soils."</p> <p>".. and the permanent loss of 0.4 ac. of agricultural land in Ventura County."</p> <p>"For Casper Road Alternative (page 4.5-35, lines 32-41) cumulative conversion of 1 ac. (0.4 ha) Prime/Farmland of Statewide Importance would result."</p>	<p>Stated cumulative anticipated agricultural land impacts of 1 ac. (0.4 ha), 0.4 ac., or 0.1 ac./0.04 ha must be reconciled.</p> <p>It appears that for the Center Road preferred alternative, 0.1 ac (0.04 ha) of prime farmland would be permanently converted due to the expansion of the Center Road Station, which constitutes a significant impact per CEQA guidelines.</p> <p>When combined with the Casper Road shore crossing alternative, the total acreage of prime farmland/farmland of statewide importance that would be converted equals 1 acre (0.4 ha), which is a significant impact according to Ventura County.</p>	Please clarify by what means the emissions will be offset and if the applicant is proposing to use stationary source emission reduction credits (ERCs). SoCalGas is opposed to the use of stationary source emission reduction credits (ERC) to offset temporary construction emissions. Doing so will have a long term adverse affect on businesses that need those credits for facility modifications, new equipment, expansions, etc.
	6	4.6-27	34-35	Construction NOX Emission Offsets	Pursuant to the General Conformity Rule, the Applicant proposes to fully offset annual NOx emissions generated from construction activities in Los Angeles County.	See comments	
	L004-6						

L004-5

The Executive Summary has been revised to clarify that the permanent loss of Prime Farmland soils on the proposed Center Road Route would be 0.1 acre (0.04 ha). If either of the alternative shore crossings were to be implemented, however, the total loss of prime farmland/farmland of statewide importance would be 1 acre (0.40 ha).

L004-6

In March 2006, the USCG and MARAD solicited public input on a Draft General Conformity Determination, which concluded that NOx emissions generated from Project construction activities in Los Angeles County were subject to the General Conformity Rule. All other Project-related emissions were determined not to be subject to the General Conformity Rule. Subsequent to the issuance of the Conformity Determination, BHPB provided a written commitment that all onshore pipeline construction equipment would, to the extent possible, utilize engines compliant with USEPA Tier 2, 3, or 4 non-road engine standards with Tier 2 being the minimum standard for any engine.

Project emissions were then reanalyzed to assess the potential emission reductions associated with the stated commitment and to reassess the applicability of the General Conformity Rule. The revised General Conformity analysis concluded that all applicable Project emissions would be less than *de minimis* thresholds in both Ventura and Los Angeles Counties and, therefore, not subject to the General Conformity Rule. Based on this conclusion, the USCG and MARAD will not finalize the Draft General Conformity Determination.

Section 4.6.1.3 and Section 4.6.2 contain revised Project emission estimates and a revised discussion of the applicability of the General Conformity Rule to the Project, respectively. Appendix G4 contains a copy of the revised General Conformity analysis.

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L004-7

7	4.8-54	17-22	Rare plant surveys	Any future maintenance activities would require new surveys and consultation with the USFWS and CDFG prior to ground disturbance. If listed species were identified in the construction areas, the Applicant would comply with the terms and conditions in the Biological Opinion (BO).	Any future maintenance activities would would may require new surveys and consultation with the notification of USFWS and CDFG prior to ground disturbance. If listed species were identified in the construction areas, the Applicant would comply with the terms and conditions in the Biological Opinion (BO).	Amend first sentence and delete second sentence to comply with exemption granted to public utilities pursuant to Fish and Game Code Section 1913 (b).
8	4.8-54	26-27	Additional measures	Additional measures that would be undertaken include the following:	Additional measures that would be undertaken during construction include the following:	Clarification that these additional measures only apply to construction activities and not to maintenance and operations.
9	4.8-55	6-9	BRMIMP Implementation	Additional surveys would be conducted within any areas potentially impacted by Project activities during construction or operation where special status plant species potentially occur.	Additional surveys would be conducted within any areas potentially impacted by Project activities during construction or operation where special status plant species potentially occur.	Amend sentence to comply with exemption granted to public utilities pursuant to Fish and Game Code Section 1913 (b).
10	4.8-55	12-15	BRMIMP Implementation	The Applicant's proposed mitigation measures to address construction and maintenance effects on special status plant species include implementation of a BRMIMP.	The Applicant's proposed mitigation measures to address construction and maintenance effects on special status plant species include implementation of a BRMIMP.	Amend sentence to comply with exemption granted to public utilities pursuant to Fish and Game Code Section 1913 (b).
11	4.8-55	34-37	BRMIMP Implementation	Measures to avoid special status wildlife and plants and their habitats during pipeline construction, operations and maintenance.....and avoidance of sensitive resources.	Measures to avoid special status wildlife and plants and their habitats during pipeline construction, operations and maintenanceand avoidance of sensitive resources.	Amend sentence to comply with exemption granted to public utilities pursuant to Fish and Game Code Section 1913 (b).
12	4.8-55	38-40	BRMIMP Implementation	Restoration of sensitive vegetation types (coastal and riparian) potentially impacted during pipeline installation or repair, in accordance with other relevant mitigation measures.	Restoration of sensitive vegetation types (coastal and riparian) potentially impacted during pipeline installation or repair , in accordance with other relevant mitigation measures	Amend sentence to comply with exemption granted to public utilities pursuant to Fish and Game Code Section 1913 (b).
13	4.8-56	1-17	BRMIMP Implementation	<ul style="list-style-type: none"> Inclusion of measures..... Creation of a map of the.... Prohibition of disturbance... Maintenance of records..... • 	Delete All	Delete these 4 measures to comply with exemption granted to public utilities pursuant to Fish and Game Code Section 1913 (b).

L004-7
The mitigation measures referred to in the comment reflect commitments made by the Applicant; they were therefore not revised.

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L004-7 Continued	14	4.8-57	38-41	Confine Activity to ROW	The Applicant would limit all proposed roadway construction to the existing roadway surface wherever special status plants or their habitat occurs adjacent to the roadway.	The Applicant would limit all proposed roadway construction to the existing roadway surface and disturbed road shoulder to the maximum extent practicable wherever special status plants or their habitat occur adjacent to the roadway.	Amend sentence to allow for pipeline construction in areas where roadway width does not allow for compliance with this condition.
	15	4.8-63 to 4.8-65	Table 4.8-11	Summary Table	See comments	See comments	Amend table to reflect changes identified above
L004-8	16	4.9-21	17-26	Native American Values	Significant oak trees and other plants and animals of local Native American concern.....in the form of complete documentation would be implemented	Strike reference to maintenance activities.	Maintenance activities are not of the type, scale or timeframe for which implementation of these measures would be feasible.
	17	4.9-24	Table 4.9-5	Summary Table	See comments	See comments	Amend table to reflect changes identified above
	18	6-30 to 6-34	Table 6.1-1	Conclusions and Recommendations	See comments	See comments	Amend table to reflect changes identified above
L004-9	19	4.11-36	23-25	AM GEO-3b	"Offset of pipelines crossing strike-slip or normal faults at right angles induces tension in the pipe, rather than compression. Pipelines can withstand significant offset when in tension."	"Offset of pipelines crossing strike-slip or normal faults at right angles induces tension in the pipe, rather than compression. Pipelines can withstand significant offset when in tension."	Strike-slip faults may be right or left lateral moving and 90 degree crossing angles may not always be the most appropriate design based on site-specific conditions.

L004-7 Continued

L004-8

As stated in AM CULT-2b in Section 4.9.4.2, "Significant oak trees and other plants and animals of local Native American concern would be avoided to the extent possible...If such resources are unavoidable during Project construction or maintenance, further investigations in the form of complete documentation would be implemented." The discussion acknowledges that avoidance of such resources is the first priority but that it may not always be possible to do so.

L004-9

AM GEO-3b in Section 4.11.4 contains revised text on the design the proposed pipeline.

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L004-10	20	4.11-36	28-40	MM GEO-3c Geotechnical Studies	<p>"The Applicant shall complete final site-specific seismic hazard studies, to be approved by the CSLC and USCG, prior to construction. The studies shall cover suspected active fault crossings to accurately define the fault plane location, orientation, and direction of anticipated offset, and shall include the magnitude of the anticipated offset at the fault locations; this information shall be used to refine fault crossing design parameters. The studies shall take into consideration that it is best to orient the pipe at fault crossings to produce tension in the pipe if there is ground rupture along the fault; compression of the pipe is more likely to cause pipe rupture than tension. The final site investigation report(s) shall contain, at a minimum, the following information:</p> <ul style="list-style-type: none"> A wide-area swath bathymetry program to evaluate turbidity flow pathways from canyons that are outside the immediate project area; Additional near-bottom geophysical surveys (side-scan sonar and sub-bottom profile data); Shallow geotechnical borings at each anchor location and pipeline end member location; Shallow geotechnical borings at selected locations along the pipeline route to evaluate soil conditions, including the two fault zones; Shallow geotechnical borings within canyon sidewalls adjacent to the proposed route to assess soil conditions relative to slope stability; and; Shallow geotechnical borings along the HDD path to evaluate soil conditions in the offshore area. 	<p>"The Applicant shall ..., and shall include the magnitude of the anticipated offset at the fault locations; this information shall be used to enhance refine fault crossing design parameters. The studies shall take into consideration that it is best to orient the pipe at fault crossings to produce tension in the pipe if there is ground rupture along the fault; compression of the pipe is more likely to cause pipe rupture than tension.</p> <p>The final site investigation report(s) shall contain, at a minimum, the following information:</p> <p>For Offshore Pipelines:</p> <ul style="list-style-type: none"> A wide-area swath bathymetry program to evaluate turbidity flow pathways from submarine canyons that are outside the immediate project area; Additional near-bottom geophysical surveys (side-scan sonar and sub-bottom profile data); Shallow geotechnical borings at each anchor location and pipeline end member location; Shallow geotechnical borings along the HDD path to evaluate soil conditions in the offshore area. <p>For Onshore Pipelines:</p> <ul style="list-style-type: none"> Shallow geotechnical borings at selected locations along the onshore pipeline route to evaluate soil conditions, including the two fault zones; Shallow geotechnical borings within canyon sidewalls at selected locations associated with identified hazards (within potential landslide areas) adjacent to the proposed onshore route to assess soil conditions relative to slope stability; and; 	<p>Please clarify that certain specified report components apply only to the offshore pipelines (e.g. side scan sonar and swath bathymetry), and certain components only apply to onshore pipelines.</p>
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L004-10
MM GEO-3c in Section 4.11.4 has been revised to clarify which specified report components apply to the offshore pipeline route and which apply to the onshore pipeline route.

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L004-11	21	ES-76 4.11-37	16-22	MM Geo-3d Design and Operational Procedures	<p>The Applicant shall evaluate a larger trench, engineered backfill, thicker wall pipe, shutoff valves placed on either side of fault crossings, and telemetric control for final pipeline design. The Applicant shall use design guidelines in the publications, Guidelines for the Design of Buried Steel Pipe and Guidelines for the Seismic Design of Oil and Gas Pipeline Systems."</p>	<p>The Applicant shall evaluate a larger wall pipe, shutoff valves placed on either side of fault crossings, and telemetric control for final pipeline design. The Applicant shall use Guidelines for the Design of Buried Steel Pipe and Guidelines for the Seismic Design of Oil and Gas Pipeline Systems Guidelines for the Seismic Design and Assessment of Natural Gas and Liquid Hydrocarbon Pipelines."</p>	<p>As previously stated in SoCalGas' comments provided in December 2004, CPUC and DOT regulations require that a geologic hazard analysis be conducted and appropriate design measures incorporated into the pipeline design and construction. The latest research and industry reference materials are used to guide the aid in the design of the pipeline.</p> <p>The 1984 ASCE Guidelines are not "standards" or regulatory requirements. The new PRCI guidelines (L52917), Guidelines for the Seismic Design and Assessment of Natural Gas and Liquid Hydrocarbon Pipelines were published in October 2004 and are presently the preferred design standard that supercedes the 1984 ASCE guidelines. These and other pipeline construction and design guidelines are available at http://www.prci.com/publications/publications.htm.</p>
							<p>It is not practical to install large, heavy valves at fault lines. Valve spacing has been decreased to provide added protection beyond DOT/CPUC requirements. Heavy valves can cause an anchoring effect and produce unwanted stress whereas the pipeline should be designed with minimal stress and flexibility at fault locations. Generally fault lines cannot be avoided by routing around them.</p>

L004-11
The lists of seismic guidelines in Section 4.11 have been updated in response to the comment. See Impact GEO-3, MM GEO-3d, and Table 4.11-3. MM GEO-3d has been revised with regard to shutoff valves.

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22	4.11-37	27-29	Impact Geo-3 discussion	<p>"The measures would make pipelines stronger, and digging a larger trench with more backfill would allow greater pipeline flexibility. Installing a shutoff valve would increase safety in the case of a pipeline rupture."</p>	<p>"The measures would make pipelines stronger, and digging a larger trench with more backfill would allow greater enhance pipeline flexibility. installing a shutoff valve would increase safety in the case of a pipeline rupture."</p>	<p>Pipeline strength is solely derived from materials used (pipe wall thickness, grade) and welding methods (weld materials, type and quality). Increasing the trench size and adding more backfill does not contribute to pipe strength. Trench shape and backfill design can lower resistance of the pipeline to stresses/friction within the trench and backfill materials, thereby enhancing pipeline flexibility. The trench shape and backfill are only two options of many seismic design methods available used to address common geological hazards encountered in Southern California, and must be applied and evaluated on a case-by-case basis.</p> <p>As part of MM PS-4c, SoCalGas has agreed to reduce the planned spacing between mainline valves on both the Center Road Pipeline and Line 225 Loop to nearly half the distance allowed under 49 CFR Part 192 for Location Class 3 areas, which will provide a greater level of protection to all area residents and businesses along the proposed alignments in the event of an accidental rupture.</p>
23	4.11-83	30-32	4.11.4 Impact Analysis and Mitigation Impact GEO-1	<p>"HDD would be used to install the onshore pipelines (Center Road Pipeline and Line 225 Pipeline Loop) beneath large roadways and railroads, and..."</p>	<p>Strike statement or replace with "Conventional dry horizontal bores HDD" would be used to install..."</p>	<p>SoCalGas will not use HDD for road or railroad crossings along the onshore pipeline alignments. Conventional horizontal boring will be used, which is a dry auger bore method performed at ambient pressures.</p>

L004-12

L004-13

L004-12
Impact GEO-3 in Section 4.11.4 has been modified in response to the comment. Section 4.2.8.4 describes Project-specific valve spacing and design requirements.

L004-13
Impact GEO-1 in Section 4.11.4 has been revised to clarify that conventional dry horizontal bores may be used beneath large roadways and railroads.

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L004-14	24	4.13-15	7-12	Ventura County General Plan	The County has indicated that pipelines constructed in an agricultural (40-acre [16.27 ha]) zone require a Planning Director-approved CUP if they are constructed outside of an existing ROW, such as a road. The County has previously granted SoCalGas a franchise tax agreement allowing it the right to lay gas pipelines within public ROWs without a permit under certain provisions. If the provisions were met, a CUP would not be required (Rodriguez 2004; Ventura County 2005).	See comment.	The County's Non-Coastal Zoning Ordinance Section 8107-5 imposed conditions on oil and gas exploration and production projects and pipelines associated with those projects. The current project does not involve exploration or production and therefore, is not required to obtain CUPs under that ordinance. If CUPs are required to construct the onshore pipeline, then they will be obtained except to the extent that the local ordinance requiring the CUP is preempted by CPUC jurisdiction or other state law. See, <i>San Diego Gas & Electric v. City of Carlsbad</i> , 64 Cal. App. 4th 785 (1998).
L004-15	25	ES-60		MM AGR-1c Minimize Orchard Tree Removal	Recognizing that no trees can grow on the permanent pipeline, the Applicant or its designated representative shall remove, box, maintain and replant small orchard trees in the area between the temporary construction easement (TCE) and the permanent right-of-way (ROW). The Applicant or its designated representative shall minimize the number of mature trees removed.	Recognizing that no trees can grow on the permanent pipeline, the Applicant or its designated representative shall remove, box, maintain and replant small orchard trees in the area between the temporary construction easement (TCE) and the permanent right-of-way (ROW). The Applicant or its designated representative shall minimize the number of mature trees removed.	No large, deep rooted trees can grow within 15 feet of the pipeline.
L004-16	26	ES-62		MM AIR-1a Construction Emissions Mitigation Plan	<long description – please see page ES-62 and Air Quality section 4.06>		Portable traps and alternative engines are not feasible or reasonable measures. The use of low sulfur diesel fuels is a reasonable measure for a linear project this size.

L004-14
As discussed in Section 4.13.1.3 under "Future Land Uses, Ventura County General Plan," if provisions allowing pipeline construction were met, a conditional use permit would not be required. The text had not been changed.

L004-15
The Executive Summary has been revised per the comment.

L004-16
Section 4.6.4 contains information on revisions to mitigation measures associated with emissions from Project construction equipment.

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L004-17	27	ES-63/64 4.6-30	Line 33-36	MM AIR-2b Construction Fugitive Dust Plan	<p><long description, please see page ES-63/64 for description></p> <p>...The Applicant or its designated representative shall obtain prior approval from the SCAQMD or the VCAPCD prior to any deviations from fugitive dust control measures specified in the Construction Fugitive Dust Plan. A justification statement used to explain the technical or safety reason(s) that preclude the use of required fugitive dust control measure(s) shall be submitted to the appropriate agency for review.</p>	<p>First, the applicant will be required to identify within its dust mitigation plan, "specific methodologies for taking real-time measurements of PM10 and PM 2.5 ambient concentrations along the proposed construction areas." Historically, it was sufficient to implement agency-approved BMPs to reduce construction dust. There is not enough information in the document to assess the feasibility of the measurement methodology, since it has yet to be specified.</p> <p>SoCalGas will conduct monitoring as required by SCAQMD and VCAPCD permits.</p>	<p>First, the applicant will be required to identify within its dust mitigation plan, "specific methodologies for taking real-time measurements of PM10 and PM 2.5 ambient concentrations along the proposed construction areas." Historically, it was sufficient to implement agency-approved BMPs to reduce construction dust. There is not enough information in the document to assess the feasibility of the measurement methodology, since it has yet to be specified.</p> <p>SoCalGas will conduct monitoring as required by SCAQMD and VCAPCD permits.</p>
L004-18	28	ES-82		MM NOI-5a Restricted Work Hours	<p>The Applicant or its designated representative shall ensure that work hours are restricted for pipeline construction activities, with the exception of HDB, involving motorized equipment from 7am to 7pm, Monday through Saturday.</p>	<p>The Applicant or its designated representative shall ensure that work hours are restricted for pipeline construction activities, with the exception of HDB, involving motorized equipment from 7am to 7pm, Monday through Saturday, or in accordance with local encroachment permits.</p>	<p>Night work may be required by the local jurisdiction in certain locations/instances.</p>
L004-19	29	ES-87 4.17-27		MM TRANS-6a Repair Damage to Roads	<p>The Applicant...shall repair to pre-construction conditions any damage to roads that occurs as a result of the Project within 21 days of completion of the road based portion of each alignment or in accordance with local road encroachment permit conditions determined prior to construction, whichever is less. In addition, where a roadway has been rehabilitated within the past five years, the Applicant or its designated representative shall provide a full width overlay after trenching is completed.</p>	<p>The Applicant...shall repair to pre-construction conditions any damage to roads that occurs as a result of the Project within 21 days of completion of the road based portion of each alignment or in accordance with local road encroachment permit conditions determined prior to construction, whichever is less. In addition, where a roadway has been rehabilitated within the past five years, the Applicant or its designated representative shall provide a full width overlay after trenching is completed, or in accordance with local encroachment permits.</p>	<p>Road width overlay shall be conducted in accordance with local jurisdiction encroachment permit conditions.</p>

L004-17

Real-time particulate monitoring at construction sites is a well established practice.

L004-18

If local encroachment permits are more restrictive than the work hour restrictions provided in MM NOI-5a, the Applicant would be required to adhere to those without incorporating them into a mitigation measure. If local encroachment permits do not restrict work hours or are less restrictive than MM NOI-5a, the restrictions in MM NOI-5a would then need to be followed. No change has been made to MM NOI-5a.

L004-19

The Applicant would obtain permits for roadwork, as noted in Table 4.17-5. No change has been made to the mitigation measure (TRANS-5a in the Final EIS/EIR).

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L004-20	30	ES-52		MM PS-4e Automatic Monitoring for Flammable Gas	The Applicant shall design and install an automatic monitoring system (sniffer) in shore crossing HCAs.	See comment.	SoCalGas interprets this to not apply to CPUC-jurisdictional facilities.
L004-21	31	ES-52		MM PS-4f Emergency Communications and Warnings	The Applicant shall institute emergency plans and procedures that require immediate notification of vessels in any nearshore area, immediate notification of local police and fire services, and visual and audible alarms to alert members of the public in the area (e.g. warning horns and strobe lights located along the onshore pipeline HCA corridor whenever the monitoring system indicates that there might be a problem with the pipeline integrity in that area. The emergency plans shall be in compliance with OPS Advisory Bulletin ADB-0503, which requires preplanning with other utilities for coordinated response to pipeline emergencies.	The Applicant shall institute emergency plans and procedures that require immediate notification of vessels in any nearshore area, and fire services, and visual and audible alarms to alert members of the public in the area (e.g. warning horns and strobe lights located along the onshore pipeline HCA corridor whenever the monitoring system indicates that there might be a problem with the pipeline integrity in that area. The emergency plans shall be in compliance with OPS Advisory Bulletin ADB-0503, which requires preplanning with other utilities for coordinated response to pipeline emergencies.	This measure does not apply to onshore pipeline facilities under jurisdiction of the CPUC. As part of MM PS-4c, SoCalGas has agreed to reduce the planned spacing between mainline valves on both the Center Road Pipeline and Line 225 Loop to nearly half the distance allowed under 49 CFR Part 192 for Location Class 3 areas, which will provide a greater level of protection to all area residents and businesses along the proposed alignments in the event of an accidental rupture. In addition, SoCalGas has already agreed to install automatic shut-down valves and remotely-operated valves. The valves will rapidly isolate any section of pipeline that may incur damage sufficient to cause a detectable loss in pressure.
L004-22	32	ES-22 ES-41 ES-52	1-33 1-30	MM PS-5a Treat Manufactured Home Residential Community as an HCA.	The Applicant shall treat as a High Consequence Area those areas where the potential impact radius includes part or all of a manufactured-home residential community, including outdoor gardens and areas with one or more normally occupied mobile homes or travel trailers used as temporary or semi-permanent housing, and outdoor gardens. The Applicant shall enact for these areas the pipeline safety requirements contained in 49 CFR Part 192 Subpart O.	The Applicant shall treat as a High Consequence Area those areas where the potential impact radius includes part or all of a manufactured-home residential community, including outdoor gardens and areas with one or more normally occupied mobile homes or travel trailers used as temporary or semi-permanent housing, and outdoor gardens. The Applicant shall enact for these areas the pipeline safety requirements contained in 49 CFR Part 192 Subpart O.	SoCalGas will designate HCAs along the alignment in accordance with CPUC General Order 112e and 49 CFR Part 192, and incorporate identified HCAs into SoCalGas' existing integrity management program (IMP).

L004-20

Odorant would be added at the FSRU and, therefore, the offshore pipelines would contain odorized natural gas; therefore, additional monitoring would not be required.

L004-21

Mitigation Measure PS-4f has been revised.

L004-22

The lead agencies have determined that implementation of this mitigation measure is necessary to address a potential Environmental Justice impact.

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Errata							
L004-23	33	4.5-6	Footnote d	Table 4.5-2 Soil Types Along the Center Road Pipeline Routes and Acres Disturbed	"There would be a 50-foot construction ROW from milepost (MP) 0 to 12.1 of this route. The ROW would vary between 50 and 100 feet along portions of the pipeline from MP 12.1 to 14.7 due to the topography of the area."	"There would be a 75 to 80 50-foot construction ROW from milepost (MP) 0 to 12.1 of this route. The construction ROW would vary between 50 75 and 100 feet along portions of the pipeline from MP 12.1 to 14.7 due to the topography of the area."	Per page 4.5-16, Line 33, the temporary construction easement would be a 75-80 foot wide work strip (typically in flat areas) and up to 100 feet in hilly terrain. The permanent easement would be 50-feet wide on private lands. Within public roadways the pipeline is installed within franchise, therefore, there is no easement. The same applies for the Line 225 loop.
L004-24	34	4.5-18	6-7	Impact Minimization Measures During Construction	"Topsoil segregation of the upper 1-3 feet of topsoil would help protect soil productivity."	Topsoil segregation of the upper 1-3 feet 12 inches of topsoil would help protect soil productivity.	The SoCalGas email transmission dated May 5, 2005 had a typographical error and stated 1-3 feet. To be consistent with MM AGR-3a, should state upper 12 inches.
L004-25	35	4.8-2	Footnote b	Table 4.8-2a Acres of Potential Jurisdictional Wetland and Waters along the Center Road Pipeline and Line 225 Pipeline and their Alternatives	b "The Line 225 Pipeline route alternative could cross the Santa Clara River on an existing pipe bridge (250-foot ROW) using HDD."	b "The Line 225 Pipeline route alternative could cross the Santa Clara River on an existing pipe bridge (250-foot ROW) or using HDD."	The pipe bridge is an existing surface structure that, if used, would require a 250-ft construction ROW in order to retrofit the bridge and install the pipeline. The HDD is a separate method for crossing the Santa Clara River that would not require a temporary construction ROW within the riverbed.
L004-26	36	4.8-60	25	Nationwide Permit	...Section 404 Nationwide Permit No. 12 (Utility Line Discharges)...	...Section 404 Nationwide Permit No. 12 (Utility Line Discharges — Activities)...	Correct type

L004-23
Tables 4.5-2, 4.5-3, 4.5-5, 4.5-9, 4.5-10, and 4.5-11 have been updated per the comment.

L004-24
Section 4.5.4 has been revised per the comment.

L004-25
Table 4.8-2a has been revised per the comment.

L004-26
Section 4.8.4 has been revised per the comment.

From: Henry Warszawski [drhenri@mac.com]
Sent: Thursday, May 04, 2006 4:47 PM
To: BHPRevisedDEIR@slc.ca.gov
Cc: Scott Tallal
Subject: Malibu off shore gas facility

Dear Sir
as an Australian resident in Malibu I am surprised and extremely worried about the BHP proposal for an offshore gas processing facility 14miles from the Southern Californian coastline.
Malibu has never seen anything like this & hopefully never will.
Yours Sincerely
Dr Henry Warszawski mbbs

V040-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V040-1

P214

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Joyce Waterman
1937 Euclid St #102
Santa Monica, CA 90404

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


20771 BIG ROCK DR
MALIBU CA 90265

From: Christine Weis [Christine.weis@verizon.net]
Sent: Friday, May 12, 2006 10:03 AM
To: BHPRevisedDEIR@slc.ca.gov
Subject: BHP

I am greatly opposed to putting the LNG in a National Park. While the facility may not be placed inside the Channel Islands National Park, it will most certainly affect the protected wildlife as its pollution moves through the ocean. An accident would be disastrous, to say the least.

If it were not for the establishment of National Parks, this country would be leaving nothing but a wasteland for future generations.

We must protect and preserve such beauty. Love and respect for nature is what makes human beings more than just greedy self-serving destroyers of the planet.

Christine Weis
 6116 Tapia Drive
 Malibu, CA
 310 589 5446

P076-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P076-2

As shown on Figure ES-3, the proposed FSRU is not located in or near any park or recreation area. The boundary of the Channel Islands National Park is more than 17 NM away at its closest point on Anacapa Island. Table 2.1-2 contains additional information on distances from the FSRU to points-of-interests and the potential expansion of the CINMS.

The Channel Islands National Park would not be impacted by an accident involving LNG. The analysis in Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) indicates that the maximum impact distance of an accident at the FSRU would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The boundary of the Channel Islands National Park is more than 17.61 NM (20.3 miles) away at its closest point on Anacapa Island. Table 2.1-2 depicts the maximum distance from the FSRU in any direction that could be affected in the event of an accident and contains additional information on the potential expansion of the Channel Islands National Marine Sanctuary.

P076-1

P076-2

From: timothy.weis@verizon.net
 Sent: Friday, May 12, 2006 1:28 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: Re: BHP

The placement of this Billiton LNG gassification plant off the coast of Malibu and directly next to Channel Islands National Park is ecologically irresponsible. The air pollution that the plant will generate in the Santa Monica bay area should be reason enough to prevent this project going forward. Of even greater concern is the potential effect on the sea mammals and shorebirds that breed on these islands. The amount of heat generated and released into the ocean by this plant will affect the temperature of the water and change the availability of food sources for these animals. Fish are very sensitive to water temperature. Additionally, no one has yet addressed the effect of this heated water in increasing poisonous algal blooms. How can we so casually throw away one of the greatest natural treasures this country has. This is akin to putting oil wells in Yosemite or a hydroelectric plant in the middle of the Grand Canyon. It has not been demonstrated that this project is needed, as there are other sources of natural gas, mostly domestic. This entire project is being jammed down the throats of the American people by BHP Billiton and the Australian government, with millions spent and plenty of diplomatic lobbying. . It is not in our interest, only in theirs, as Australia has excess natural gas and needs markets. We must not allow the BHP Billiton and the Australian government to destroy our ecology just to enrich themselves.

Tim Weis
 6116 Tapia Drive
 Malibu, ca 90265
 timothy.weis@verizon.net

| P080-1

| P080-2

| P080-3

| P080-4

| P080-5

| P080-6

P080-1

The FSRU is not located in or near any park or recreational area. The boundary of the Channel Islands National Park is more than 17 NM away at its closest point on Anacapa Island. Table 2.1-2 contains additional information on distances from the FSRU to points-of-interests. The FSRU would be also located outside of the current boundary of the Channel Islands National Marine Sanctuary (CINMS) and vessels associated with Cabrillo Port operations would not be expected to enter the CINMS. Sections 4.7.1.4, 4.13.2.2, and 4.20.1.5 discuss the potential expansion of the CINMS boundary, which is not proposed at this time. Sections 4.7.4, 4.15.4, 4.16.4, and 4.18.4 describe potential impacts on the marine environment and proposed mitigation measures to reduce those potential impacts.

P080-2

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P080-3

Section 4.7.4 addresses impacts on marine mammals and birds that breed on the Channel Islands.

P080-4

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. The previously proposed FSRU generator engine cooling system used seawater as the source of cooling water for the four generator engines. The Applicant now proposes using a closed tempered loop cooling system that circulates water from two of the eight submerged combustion vaporizers (SCVs) through the engine room and back to the SCVs, which reduces the seawater intake volume by about 60 percent. The seawater cooling system would remain in place to serve as a backup system during maintenance of the SCVs or when the inert gas generator is operating. Section 2.2.2.4 contains a description of the proposed uptakes and water uses for the FSRU.

Section 4.7.4 contains information on uptake volumes and potential impacts of seawater uptake and discharge on marine biota, including ichthyoplankton from intake of seawater and, from thermal discharges of cooling water. The ichthyoplankton impact analysis (Appendix H1) includes both literature results and data from

California Cooperative Oceanic Fisheries Investigations (CalCOFI) surveys. CalCOFI surveys have been consistently collected over a period of time and are the best scientific data currently available.

P080-5

Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission.

P080-6

Section 1.1 discusses regulations and agencies involved in the licensing and potential approval of the proposed Project. The USCG and MARAD will hold a final public hearing on the license with a 45-day comment period before the Federal Record of Decision is issued. The CSLC also will hold a hearing to certify the EIR and make the decision whether to grant a lease. Section 1.5 contains additional information regarding public notification and opportunities for public comment. Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

From: Cynthia Weiss [cvweiss2000@yahoo.com]
Sent: Wednesday, May 10, 2006 2:07 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: LNG

.Dear State Lands Commission

I send this to you with the fervent hope that you will listen to the people instead of the corporations. I am against LNG. for a multiple of reasons.

1. Untried technology 2. Air pollutions. 3. Lying companies 4. Threats to Ormond Beach Wetlands. 5 Channel Island National Marine Sanctuary, 6. Whales and Dolphins 7. Terrorism. 8. This is not cheap fuel. 9. Contracts which are not renegotiable.

So please allow the people to speak.

Thank you for your time and patience in these times and for all the good your organization does for California

Cynthia Weiss
 345 blue dolphin dr.
 port hueneme, calif

How low will we go? Check out Yahoo! Messenger's low [PC-to-Phone call rates](#).

P056-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P056-2

Sections 2.1 and 4.2.7.3 contain information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU and LNG carriers. Section 4.6 addresses air quality. Section 4.2.6 addresses the Applicant's safety record. Sections 4.8.1 and 4.14.1.2 discuss Ormond Beach wetlands, and Section 4.8.4 discusses mitigation measures to minimize impacts to wetlands.

| P056-1

| P056-2

| P056-3

P056-3

Section 4.15.4 contains information about impacts on recreation and mitigation that would be implemented. The boundary of the Channel Islands National Park is more than 17 NM away at its closest point on Anacapa Island. Section 4.7.1.5 discusses marine mammals in the Project area, and Impacts BioMar-4 and -5 in Section 4.7.4 discusses potential impacts to marine mammals. Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

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- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

CAMERON WELLMOOD
22125 PCH #4
MALIBU, CA 90265

Cameron Wellmood

Mr. and Mrs. Michael P. White
32045 Pacific Coast Highway
Malibu, California 90265
310/457-5663

May 11, 2006

An Open Letter to:

Governor Arnold Schwarzenegger
State Capital Building
Sacramento, California 95814

Dear Governor Schwarzenegger:

We are writing to comment on the Revised Draft of the EIR ("EIR") and to request that you veto BHP Billiton's Cabrillo (Oxnard) LNG Deepwater Port project. As we will demonstrate, the project is unnecessary to meet our natural gas needs. Canada is a stable and reliable supplier, and substantial unused LNG storage capacity already exists to increase LNG imports at other US sights. Lastly, it would be unconscionable to allow a company with BHP Billiton's safety and the environmental record to become the steward of our precious coastline resources.

The EIR for this Project assumes that the need for natural gas in the US will increase by about 18% in the next 11 years. According to latest federal government reports, there has been NO INCREASE in consumption during the last 11 years. In fact, US 2004 consumption was 0.5% *less than* the prior 10 year average and 3.3% *less than* 2000 consumption. Yet, we are bombarded with reports of impending shortages.¹

There have been suggestions that imports from Canada could decline. Canada supplies about 16% of our annual natural gas, representing about 85% of our imports. A 2005 report from the Canadian Government² indicated that Canada had only produced about 27% of their ultimate potential for conventional natural gas. Further, the Canadian Gas Potential Committee reported in mid-2005 that total original gas in place is 9.9% higher than the previous estimate in 2001.³ Most of the increase is in existing projects in Canada's Western fields. We would consider it more prudent to continue to support North American natural gas producers that have provided us with a very safe and reliable source of natural gas.

According to current federal government reports, US proven natural gas reserves and working natural gas in storage have both continued to grow. The US had more than 201,000 billion cubic feet ("BCF") of proven reserves at the end of 2004, an increase of 2% over the end of 2003.⁴ 2004 represented the *sixth consecutive year in which proven*

P102-1

Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission.

The lead agencies are obligated to use energy forecasting information from the Federal Energy Information Administration (EIA) and the California Energy Commission (CEC). As discussed in Section 1.2.2, the Federal EIA is a "primary source of the data on the Federal energy forecasts and analyses used in this document. The EIA, created by Congress in 1977, is part of the U.S. Department of Energy. The EIA provides policy independent data, forecasts, and analyses to promote sound policy-making, efficient markets, and public understanding regarding energy and its interaction with the economy and the environment." In addition, Section 1.2.3 discusses the use of CEC data. The CEC's 2005 Integrated Energy Policy Report Committee Final Report provides the energy context for California's natural gas needs. The California Legislature recognizes that the CEC is the State's principal energy policy and planning organization and that the CEC is responsible for determining the energy needs of California. These responsibilities are established in State law (the Warren-Alquist State Energy Resources Conservation and Development Act [Public Resources Code, Division 15]).

P102-1

The revisions to Chapter 3 elaborate on the previous analyses. As discussed in Section 3.3.1, "[t]he MARAD and the CSLC do not have authority to initiate or implement additional broad-based, long-term energy conservation policy measures... They also do not have control over whether such measures will be proposed, approved, and implemented, or the time frame over which these actions might occur."

¹ Integrated Energy Policy Report, California Energy Commission, published Nov 2005, page 125. CEC-100-2005-007CMF

² Canada: The largest Natural Gas Supplier to the United States. Department of Foreign Affairs and International Trade www.dfait-maecilgc.ca/can-am/main/right_natural_gas

³ Canadian Gas Potential Committee, May 10, 2005, www.newswire.ca/en/releases/archive

⁴ Natural Gas Annual 2004. Energy Information Administration, Office of Gas and Oil, published Dec. 2005, Page 29 and Table 8.

reserves increased. Working natural gas in storage hit a 13-year high in 2004 as new storage capacity was placed in service.⁵

An April 2006 oil and gas industry report⁶ acknowledges, “American re-gasification capacity is clearly not the limiting factor at this time, with all of the existing terminals running at less than full capacity. Imports through Lake Charles, in particular, were down in 2005 compared with 2004. Even the most active import terminal, Cove Point, operated at only about 80% of base-load capacity. Nevertheless, proposals to construct new import facilities abound”. This project is not about our “needs.” It’s about Australia’s need to balance its payments by finding a market for its yet undeveloped gas fields.⁷ It is also about BHP Billiton’s need to get the “Enron-sized” profits associated with locking in long-term sales contracts at today’s high prices. Unfortunately, California’s ratepayers will be victimized again!

Here is a summary of a report compiled by the California Energy Commission of the LNG Terminal projects pending on the West Coast of North America:⁸

1. Port of Kitimat LNG Facility, British Columbia. 167 BCF of annual capacity. The project is pending final regulatory approval. Construction is scheduled to begin in the spring 2006, with full operation is set for early 2009.
2. Energia Coast Azul (owned by Semptra Energy), Baja, California. 365 BCF of annual capacity. This project has received its permits and is under construction. Commercial operations are scheduled to begin in early 2008
3. 16 other projects have been announced. Their status ranges from preliminary investigations to the permitting process.

The Kitimat and Energia projects alone represent 2.4% of US consumption. In addition, we will have the combined capacities of all of the other projects in various stages of development around North America and the significant amount of unused LNG storage capacity in the US.

74% of the US’s proven natural gas reserves are in six states, so California has significant company as a net importer of natural gas from other States.⁹ We have a national gas distribution system, so assertions that California must develop direct foreign imports are specious. California’s precious coastline resource should not be subjected to Offshore Platform LNG roulette, given that there is already a stable and adequate supply of natural gas available.

BHP’s proposed technology is untested and could lead to untold destruction of the environment and the view-shed. BHP proposes to anchor a 14-story high factory ship 14 miles off California’s shore. It will attempt to transfer volatile liquids from one gigantic floating vessel to a factory ship in open water without flexible lines. IT HAS NEVER BEEN DONE.¹⁰ An industry publication acknowledged that handling of LNG at such

P102-1
Continued

P102-1 Continued

P102-2

Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR’s analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

P102-2

⁵ The Natural Gas Industry and Markets in 2004. Energy Information Administration, Office of Gas and Oil, published Feb. 2006, page 13.

⁶ Update on the United States LNG Market. April 29, 2008, Oil and Gas Eurasia, www.eurasiapress.com

⁷ The politics of Australian LNG supply to California, It’s all about the game (part 3), by Martin Hasting, Energy Bulletin, September 6, 2005.

⁸ West Coast LNG Projects and Proposals. CEC web site. Ongoing report last updated April 13, 2006

⁹ Ibid, note 4, page 29

¹⁰ Australian Company LNG Aspirations in California – Its all about the game. April 17 2005 by Martin Hastings, Energy Bulletin, http://energybulletin.net

low temperature has not progressed beyond the design stage, and such designs are not yet commercially proven or in continuous use.¹¹ In addition, the US Geological Survey (2004-1286) has projected, with 35% probability, an earthquake with a magnitude of 6.5 or larger occurring within 30 miles of the proposed facility in the next 30 years.

The only discussion that we found in the EIR about this “to be invented” technology, was a paragraph on page 2.16, LNG Receiving Facilities. It reads in part “These facilities would consist of the on-deck loading arms, piping, and shutdown systems to allow safe transfer of LNG from LNG carrier to the FSRU (the offshore platform).” No mention is made that the “piping” has not been invented. Governor, you are being asked to approve a permit for the use of non-existent technology, so that BHP can experiment with our precious coastline and the citizens of your state.

BHP’s management assures us they have it under control. They have not explained, however, why their Gulf of Mexico offshore platform (aptly named the “Typhoon”) was unable to withstand Category Four Hurricane Rita, even though it was alleged to have been built to withstand a Category Five storm. It was blown free from its moorings and found about 37 miles away.¹² Amazingly, the EIR was able to dispose of this potential real life calamity with the following comment: “For example, the potential to lose one or more mooring lines, or become disconnected from the mooring system, which could result in drifting of the FSRU toward the shipping lanes or shore, was considered, but with visual inspection to detect failed mooring lines, and availability of the two standby tugs to rescue a drifting FSRU and response by the USCG, this event was considered to be very unlikely.”¹³ Are they kidding? The Coast Guard and the tug boats will be in greater danger in a severe storm than the offshore platform. If they have any sense, they will have abandoned the terminal sight before the storm arrives.

The revised EIR repeatedly proposes to mitigate the large number of significant environmental and safety risks through numerous proactive processes and monitoring by BHP Billiton. The wellbeing of the environment and the safety of California’s residents, therefore, would be quite reliant upon the performance of BHP. We next set out to understand BHP’s history in protecting locals and the environment.

In reviewing the public record, we found the following examples of BHP putting profits ahead of the locals or the environment. A recent article in the Sydney Morning Herald¹⁴ entitled “Ethics Test Miners Mettle” discussed the ethical struggles for Australia’s resource giants like BHP Billiton and some of results of those struggles:

1. ***Starting in 1984 - Ok Tedi Copper Mine, Papua New Guinea (“PNG”).*** BHP opened a copper mine and proceeded to dump about 80,000 tons of copper tailings per day into the OK Tedi River, which flows into PNG’s second largest river, the Fly River.¹⁵ The mine tailings robbed the river of life. After heavy rainfall, the tailings were swept into the surrounding rain forest, swamps and creeks and left behind 30 square kilometers of dead forest. Thick gray sludge

¹¹ No showstoppers for offshore LNG, by Terry Knott, April 1, 2004, Oil Online: the Original Online Source for the Oil Industry.

¹² Rita a Blow for BHP Rig in Gulf. September 28, 2005, The Age, www.theage.com.au

¹³ Cabrillo Port LNG Deepwater Port Independent Risk Assessment, Risknology, Inc. January 2006, page ES-6

¹⁴ Ethics Test Miners Mettle. April 1, 2006. Sydney Morning Herald.

¹⁵ Mineral Policy Institute, Znet Commentary by Simon Divecha, December 18, 2001

P102-3

P102-3

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines.

P102-4

Appendices J1 through J4 contain additional evaluations of seismic hazards. Section 4.11.1.8 and Impact GEO-6 in Section 4.11.4 contain information on potential impacts from tsunamis and mitigation measures to address impacts. As discussed in Section 4.11.4, “[t]here is little risk of damage from tsunamis to facilities located in deep water, such as the proposed location of the FSRU...”

P102-5

P102-4

Section 2.2.2 describes the FSRU. Section 2.2.2.3 describes the LNG receiving, storage, and regasification facilities. Several LNG facilities are currently operating in the U.S. and there are many facilities that use cryogenic liquids. The technology to transport cryogenic fluids in pipes is currently in use in the U.S.

P102-5

The Typhoon Platform, a tension leg production platform in the Gulf of Mexico jointly owned by Chevron and BHPB, was severed from its mooring and severely damaged during Hurricane Rita. The Typhoon Platform was designed for a different purpose using different design criteria.

P102-6

The Cabrillo Port must be designed in accordance with applicable standards, and the USCG has final approval. Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies performance levels that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. If the FSRU were to become unmoored, the patrolling tugboats could be used to hold it in place. Section 4.3.1.4 addresses this topic.

The regulation implementing the Deepwater Port Act (33 CFR 149.625 [a]) states, “Each component, except for those specifically addressed elsewhere in this subpart (for example, single point moorings, hoses, and aids to navigation buoys), must be designed to withstand at least the combined wind, wave, and current forces of the most severe storm that can be expected to occur at the deepwater port in any 100-year period.” By definition, a 100-year wave event is expected to occur once every 100 years on average

over the course of many hundreds of years. The EIS/EIR's analyses have been developed with consideration of these factors and regulations.

P102-6

The Applicant is required to adhere to all applicable Federal, State, and local laws, regulations, and permit requirements in the execution of all phases of the Project. Section 4.2.6 states, "The environmental and occupational safety record for the Applicant's worldwide operations, including, for example, mining ventures overseas, was not considered in evaluating potential public safety concerns associated with this Project because such operations are not directly comparable to the processes in the proposed Project." The conclusions in the EIS/EIR are based on the analyses of potential environmental impacts of the proposed Project and the implementation assumptions stated in Section 4.1.7. However, the Applicant's safety and environmental record will be taken into account by decision-makers when they consider the proposed Project.

from the mine is visible throughout the Fly River System.¹⁶ The following quotation comes from a February 8, 2002 press release that we found on BHP Billiton's web site: "The discharge of tailings to the river system that led to our withdrawal from Ok Tedi was not the proposed method of waste disposal when the mine was being developed in the 1980's. Construction of a conventional tailings dam was well advanced before two massive landslides made completion impossible. Subsequent investigations concluded that the area's topography, high rainfall, seismic activity, and geotechnical instability meant a dam could not be constructed to acceptable safety standards in the vicinity of the mine. Shareholders were left with the choice of disposing of the waste via the rivers or stopping further development of the mine."¹⁷ Is this the Company we will rely on to do the "right thing," after they chose to destroy a river system and parts of a rain forest rather than incur a loss on development of a copper mine?

2. ***Starting in 2001 - Environment and Human Rights groups condemn BHP Billiton in Columbia***¹⁸. The controversy related to BHP's reported behavior in operating and expanding the Cerrejon Norte Coal Mine in Tamaquitos, Columbia. BHP is a signatory of the United Nations' Global Compact on Human Rights, Labour and the Environment. Principles One and Two state that "businesses should support and respect the protection of internationally proclaimed human rights within their sphere of influence and ensure that they are not complicit in human rights abuses." BHP was co-owner and operator of the Cerrejon. The working group apparently refused to negotiate with the Wayuu indigenous community, so BHP and its consortium bought nearly all of the land surrounding the community, cutting off access to public transportation, education, health services or traditional food sources. On August 9, 2001, company officials arrived without warning at the 700 person Afro-Columbian community of Tabaco with 500 police and 200 soldiers. The residents reported that they were violently displaced and were not permitted to remove personal belongings before their homes were bulldozed. So much for the Global Compact.
3. ***Ongoing - Oil for Food Program in Iraq***. The Australian government has been asked to make findings against BHP and its associated companies regarding violation of the Oil-for-Food Program (Final Report, "Manipulation of the Oil-for-Food Programme by the Iraqi Regime," also known as the Volcker Report)¹⁹ It is believed that BHP provided \$5M worth of wheat on credit to Iraq in the mid 90's in exchange for the rights to develop the Halfaya oilfield in Southern Iraq, once the UN sanctions were lifted. They are thought to have later passed the debt to Tigris Petroleum (a company formed by two former BHPP executives). A search of Tigris's domain name determined that it had been set up by BHPP London headquarters. Tigris mailing address was also the same. Tigris is believed to have struck a deal with the Australian Wheat Board to inflate the price of the wheat in an effort to recover BHP's outstanding debt plus interest.²⁰ The investigation continues.

¹⁶ Cleaning up the OK Tedi: Settlement favors Yonggom People. The Journal of the International Institute, University of Michigan, Ann Arbor

¹⁷ Ok Tedi Sustainable Development Plan. www.bhpbilliton.com/bb/sustainableopment/Community/

¹⁸ Friends of the Earth Article, June 24 2004. www.foe.org

¹⁹ Inquiry into certain Australian companies in relation to the UN Oil-for-Food Programme. Announced by Attorney General Philip Ruddock, November 10, 2005, www.ag.gov.au/agd/www/unoilforfoodinquiry.nsf

²⁰ BHP faces charges in Oil-for-Food Inquiry. The Guardian Unlimited. February 4, 2006.

4. ***2003 - Dirty Digger Awards presented “The Machiavelli Award for Corporate Deception” to BHP Billiton.***²¹ BHP has been highly criticized for its unwillingness to speak and act transparently in dealings with third parties. Examples include:

- a. The Chairman, Don Argus, repeatedly told shareholders and others that “I don’t believe that we would pressure anyone to change their laws” to avoid environment restrictions. In fact, Australia’s foreign affairs minister, Alexander Downer, admitted that BHP requested and received assistance from the Australian Embassy in Jakarta. The assistance involved lobbying the Government of Indonesia to revoke laws that prevented the exploitation of BHP’s mining lease in a protected forest area.²²
- b. BHP’s forced departure from the Ok Tedi Copper Mine was accompanied by a full court press of intimidation by the Company to avoid payment for damages that had been done during BHP’s operation of the mine. BHP’s behavior included helping the Papua New Guinea government draft legislation that criminalized participation in a civil lawsuit against BHP.²³
- c. After adopting its much publicized policy of “Zero Harm” to the environment, BPH, disregarding Gag Island’s (West Papua) world heritage value, proposed to turn about three quarters of the island into an open mine pit, even though the archipelago was concurrently being considered by UNESCO for world heritage listing.²⁴

Next, we tried to examine third-party accounts of BHP’s safety record:

1. ***1996 - Australian Federal government went to the unusual step of bringing the UK Health and Safety Executive, Dr. Tony Barrell, to “review the management of safety at BHP Petroleum” on its Offshore Platforms.*** This issue arose from revelations of a whistleblower who worked on large offshore platforms for BHPP. He cited dangerous incidents and procedures that could potentially lead to disaster. This was a full ministerial level review by the expert who had implemented the default offshore safety rules put in place worldwide after the 1988 Piper Alpha Natural Gas Facility disaster in the North Sea.²⁵ Dr. Barrell determined that the company’s safety performance had been “inadequate.” Alarming, someone in the Australian federal government attempted to “alter history” by covering up the original report in arranging the archiving of part 1 of the original document.²⁶
2. ***2000 - Tesoro Hawaii Corporation (then owned by BHP Petroleum Americas) agrees to fine of \$681,780 by EPA for violation of federal environmental laws.*** The alleged violations included releases of sulfur dioxide that sickened dozens of people and required them to seek medical care. The alleged violations included failure to comply with leak detection and repair requirements for a volatile

²¹ Dirty Digger Awards, Dec 3, 2003. Activists around the World.

www.minesandcommunities.org/dda/dda1.htm

²² Media Background Briefing: The Quiet Deceiver. Nov. 11, 2003. Mineral Policy Institute. www.mpi.org/au

²³ Ibid. See note #18.

²⁴ Ibid. See note #22

²⁵ Australian LNG Showdown in California – Its all about the game (part 2). Martin Hastings, Energy Bulletin, July 6, 2005. Mr. Hastings is an analyst in Perth, Western Australia.

²⁶ Interview with Tony Barrell, Australasian Oil and Gas News, June 1996. Report released June 16, 1996 by the Federal Resources Minister, reference DPIE96/29P.

organic compound, and failure to comply with work practice and reporting requirements for VOC emissions from the refinery's wastewater systems. In addition, the complaint alleged that Tesoro violated reporting requirements of the federal Superfund law and the Emergency Planning and Community Right-to-know Act by failing to notify federal, state and local authorities of hazardous substance releases.²⁷

Governor, this project is a very bad idea. We do not need the natural gas from this project, and we certainly do not need the carnage that seems to follow BHP projects. Please end the project now with your veto.

Thank you for your consideration.

Sincerely,

Stephanie Fisher-White

Michael P. White

²⁷ Tesoro Refinery to pay \$681,780 to settle pollution case. US Environment Protection Agency, Region 9 News Release dated April 11, 2000.

P102-6
Continued

P102-6 Continued

P102-7

P102-7


Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

AE Group Mechanical Engineers, Inc.

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Ventura, California 93001-2925
(805) 653-1722 fax (805) 653-7260
email: phil@aegroupme.com

April 19, 2006

To: State Lands Commission

From: Phil White 

Subject: Proposed LNG Terminal

Thank you for the opportunity to comment on the draft EIR.

My name is Phil White. I am a lifelong resident of Ventura County and I'm a consulting engineer and the President of AE Group Mechanical Engineers in Ventura. Because of my background as an engineer, I believe I have standing to comment on the dangers posed by the proposed LNG facility.

A brief history of my engineering background is as follows: Following graduation from Michigan State University, my first employment as an engineer in the late 1960's was with Rocketdyne in Canoga Park. My specialties there included the development of ignition systems and combustion devices for the Apollo and Space Shuttle hydrogen / oxygen rocket engines, and the development of explosive devices for testing the combustion stability of rocket engines. I also performed computer modeling of combustion, fluid flow, and heat transfer phenomena.

In 1970, I came to work at the Ventura County Air Pollution Control District and worked as an engineer and eventually became the Director of the APCD. While working as an engineer for the APCD, one of my many tasks was to develop procedures for reviewing new sources of air pollution in the County, including modeling the effects of emission plumes from pollution sources. I learned about modeling the transport of plumes from the State Air Resources Board and the Environmental Protection Agency, and that was at a time when the leaders of the EPA actually respected science.

In 1976, I quit the APCD and started a consulting engineering business which continues today. In the 1970's, I worked with local Ventura County residents to study and oppose the proposed LNG facility in Oxnard. Then, as now, the concern was the extreme danger posed by LNG near highly populated areas. I firmly believed then, and I believe now, that LNG facilities should not be located near highly populated areas, and that includes this proposal.

I have briefly reviewed the Executive Summary of the report and have read newspaper summaries of the report's conclusions. I would be happy to look at the entire report if I could get a copy. I would like to pass on the following observations about the report's conclusions regarding the analysis of catastrophic events:

P353-1

Thank you for the information.

P353-2

Section 1.5 contains information on the public review and comment opportunities provided by the lead agencies in full conformance with the provisions of the law. Both the CSLC and MARAD/USCG have met or exceeded the public notice requirements for this Project (see Sections 1.5.1 and 1.5.3).

The entire IRA is included in Appendix C, which is available upon request. You have been added to the distribution list for the Final EIS/EIR.

P353-1

P353-2

1. Modeling. Everyone must understand the limitations of modeling physical phenomena. Mathematical models are not reality. No one should ever think otherwise. While mathematical models may accurately depict physical phenomena sometimes, at other times they can be extremely inaccurate.

2. Modeling LNG Spills. There has never been a very large scale LNG release to show scientists how a huge cloud would behave. All tests to date are for relatively small releases. And because of this, all models of large scale releases have the profound uncertainty of not being backed by actual experience.

3. Modeling Input Variables. Although the Executive Summary certainly doesn't contain much specific information about how the modeling was performed, Table ES-1 states that the modeling was performed using a wind speed of 2 meters per second and a temperature of 21 degrees Celsius. In units most of us use more frequently, that's about 4.5 miles per hour wind speed and a temperature of 70 degrees Fahrenheit. Perhaps Risknology's model does in fact predict that a 4.5 mile per hour wind speed maximizes the distance for an explosive cloud to carry, but it's curious to me that 70 degrees Fahrenheit would maximize that distance. My experience and intuition is that a lower temperature would reduce evaporation and hold an explosive cloud together longer. We all know that it can get a lot colder than 70 degrees out in the ocean.

I am skeptical about the modeling done for this project.
4. Worst Case Assumptions. The report concludes that the worst case scenario would result from the intentional release of LNG from two of the three tanks. That's not a worst case assumption. The worst case assumption would look at the contents of all three tanks being released. The report also assumes that the source of a large-scale LNG release could only occur 14 miles from shore. With the potential for terrorism and hijacking, it is certainly plausible to have an LNG release and explosion much closer to shore, and a genuine worst case scenario analysis would do so. If Risknology's prediction is correct that an explosive cloud could carry about 7 miles, imagine if the LNG release occurred five or six miles from shore. It could be catastrophic.

5. Independent Review. The report touts an independent review of the risk analysis by Sandia Labs. Although it is sad to say so, the people of Ventura County should not blindly trust that Sandia has their best interests in mind. Remember that Sandia is part of the Department of Energy, a branch of the Federal government and the Bush Administration. The Bush administration is notorious for distorting and ignoring science. Consider the Clear Skies Initiative, which actually allows more air pollution. And the Healthy Forests Initiative, which allows large increases in logging but does little to reduce the risks of forest fires. They've ignored the threat of global warming. And now we hear from them that LNG is safe. We have absolutely no reason to believe them. Their credibility is in shambles. LNG is not safe.

In conclusion, let's all remember that sometimes bad things happen. The attack on the USS Cole. The LNG plant explosions in Algeria and Cleveland, Ohio. The Platform A oil spill in the Santa Barbara channel. The hijacking of the cruise ship the Achilles Lauro. The grounding of the ship the La Janelle, right here at the mouth of Port Hueneme.

I don't have a fundamental opposition to LNG. It certainly has its place. But its place is not near highly populated areas. The danger is just too high. Thank you for letting me speak.

P353-3

P353-3

The lead agencies directed preparation of the Independent Risk Assessment (IRA), and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C.

P353-4

Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.

P353-5

P353-4

As the commenter indicates, to date, there has never been a large spill of LNG to water. Conducting a large LNG spill to validate the models would result in adverse environmental consequences. However, models are commonly validated using experimental data. Section 2.3.4.2 of Appendix C1 contains information on tests executed by the U.S. Department of Energy and the calibration/verification of the Fire Dynamics Simulator model used in the Independent Risk Assessment. Appendix C1 provides additional information on this topic and Appendix C2, prepared by the U.S. Department of Energy's Sandia National Laboratories, contains information on the review and assessment of the models used.

P353-6

P353-7

P353-5

Section 2.3.5.3 of the Independent Risk Assessment (IRA) contains information on the environmental, meteorological, and ocean conditions used in the modeling, which discusses the use of 70° Fahrenheit for the air temperature. The ocean temperature used was 50° Fahrenheit (10° Celsius).

P353-6

NEPA does not require "worst-case analysis" but does require the agency to prepare a summary of existing relevant and credible scientific evidence and an evaluation of adverse impacts based on generally accepted scientific approaches or research methods. However, the Independent Risk Assessment (IRA) (Appendix C1) defines and evaluates representative worst credible cases (scenarios of events that would lead to the most serious potential impacts on public safety). These included accidents that would affect one, two, or all three tanks of the FSRU.

P353-8

P353-9

As shown in Tables 4.2-1, 4.2-2, 4.2-7, and 4.2-8, the release of the contents of all three tanks (the entire contents of the FSRU and an attending LNG carrier) is addressed in the escalation scenario associated with a large intentional event. Section 4.2.7.6 contains

additional information on how intentional events are addressed. Although the 2006 U.S. Department of Energy's Sandia National Laboratories third-party technical review of the 2004 IRA found that the three-tank simultaneous release (a massive LNG release in a short time period) was not credible, Sandia recommended the consideration of a cascading (escalation) three-tank scenario.

P353-7

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks. Table 4.2-2 provides information on representative hazards and threats considered in the public safety analysis, including hijacking of the FSRU or an LNG carrier. Section 2.2 of the Independent Risk Assessment (see Appendix C1) contains information on the Security Vulnerability Assessment conducted for the proposed Project. Appendix C3-2 contains information on marine safety and security requirements.

P353-8

Appendix C3-1 contains a chronological list of representative LNG accidents. Section 4.3.2 lists reporting requirements for LNG carriers.

P353-9

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

From: White-Jr, Thomas A PWR [Thomas.White-Jr@pwr.utc.com]
Sent: Thursday, May 11, 2006 6:40 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: Comments on CLSC EIR No. 227

Sir-
 Our comments on the subject are provided below.

Sincerely,
 Thomas White & Allana Stepp

Summary-

The Cabrillo Port Liquefied Natural Gas Deepwater Port (CP) application should be denied. The CP is not the correct solution for California or United States energy needs. The CP does not reduce US dependency on foreign energy sources, it does not reduce pollution, it does not improve the environment, it is fundamentally unsafe, and it does not support a long-term energy solution.

In the revised draft environmental impact report (EIR), report number CLSC EIR No. 227, dated March 2006, many problems and issues are identified. Each area of public input identified in the EIR notice of availability / public hearings, has significant health and safety problems. These problems, as identified and presented in the EIR, all had inadequate solutions proposed. The inadequate solutions are discussed further in the comments below, as rationale for the denial of the CP application.

Public Safety:

First, the choice of a 100-year wave event is whole inadequate, and illustrates an unfamiliarity of probability. To assure public safety, the design-to natural event for this large fuel processing facility should be similar to the established guidelines for earthquake design safety: a 1 in 10,000 year event should be used, with appropriate safety factors to make it a 1 in a million chance that an accident could occur.

Second, the two scenarios for gas to release as a pool fire are each about 1 in a million chance, per year. For a 20-year service life, this becomes a risk of 1 in 50,000 of happening. This is a significantly higher chance, not one that I or most Californians would want to take.

Third, the chance that an accident would also include the shipping lanes or the Malibu coast seems significant. If a strong west wind is blowing, the vapor cloud or gas pool would be blown to the coast, spreading the impact area significantly, with major increase in fire damage and loss of life. This appears much higher than a 1 in a million risk.

The under sea pipe line could also be damaged by trawler fishing boats, resulting in a release of unknown amounts of high-pressure Natural Gas (HPNG). There were no "keep-out" zones proposed, only a limited warning system. The probability for a significant accident appears high, with no assurance that the mitigation will make this a 1 in a million risk.

P069-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P069-2

The regulation implementing the Deepwater Port Act (33 CFR 149.625 [a]) states, "Each component, except for those specifically addressed elsewhere in this subpart (for example, single point moorings, hoses, and aids to navigation buoys), must be designed to withstand at least the combined wind, wave, and current forces of the most severe storm that can be expected to occur at the deepwater port in any 100-year period." By definition, a 100-year wave event is expected to occur once every 100 years on average over the course of many hundreds of years. The EIS/EIR's analyses have been developed with consideration of these factors and regulations.

P069-1

P069-3

Section 4.2.6.1 contains information on the frequency analysis of a public safety incident. The lead agencies directed preparation of the Independent Risk Assessment (IRA), and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C. Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.

P069-2

P069-4

As discussed in Section 4.2.7.6, the IRA determined that the greatest distance from the FSRU within which public impacts would occur is 6.3 NM (7.3 miles or 11.7 km), which would result from the intentional breach of two Moss tanks. This hazard distance encompasses the TSS shipping lanes, but extends no closer than 5.71 NM from the nearest mainland landfall. The hazard to the shipping lane would occur about 30 minutes after the initiating event, which could allow for notification and response, such as moving away from the accident or sheltering in place and implementing fire response measures. The exposure time within the shipping lane would be for about another 30 minutes until the vapor cloud dispersion falls below the lower flammability limit. An average of three vessels would be exposed to this vapor cloud hazard based on marine traffic frequency estimates.

P069-3

P069-4

P069-5

This scenario may overestimate the hazard because even though the release of the two full tanks is assumed, this may not occur. In

addition, Sandia's model showed a significantly smaller dispersion distance (about 7,000 m instead of roughly 11,000 m). Further, it is highly likely that if the LNG were released, it would result in a pool fire instead of vapor cloud dispersion or a vapor cloud (flash) fire. The robust structure of the Moss tanks and double-hulled FSRU, and the nature of the events that could produce this scenario (such as a deliberate attack with various types of weapons or aircraft) make it very likely that an ignition source would be present. Because an exceptionally large amount of force is needed to damage an LNG tank, and because the amount of energy required to breach containment is so large, in almost all cases a fire would result from this type of terrorist attack.

P069-5

Impact PS-3 in Section 4.2.8.4 contains information on damage to subsea pipelines.

Therefore, the application should be denied due these significant threats to public safety.

Marine Traffic:

The EIR discusses the hazards of collisions between LNG carriers and other boats, between LNG carriers and the floating storage and regasification unit (FSRU), and between LNG carriers and the FSRU. All of the proposed collision avoidance systems are manual, and depend on a human to recognize and take action to avoid an accident. These systems are inherently unreliable and subject to human error. And although well-intended, these systems do not preclude or reduce the collision risk to an acceptable level.

Therefore, the application should be denied due these potential marine traffic collisions and the resulting accidents.

Aesthetics

The night-lighting from the FSRU operations will be very visible and would cause significant disruption and impact to the environment and to costal view sheds. The constant night-lighting will alter marine fish and mammal's night time habitat. The night-lighting from the FSRU will appear as a large glow to those on shore, disrupting astronomy viewing and changing the night vista to now include the same light output as a baseball stadium or public event.

Therefore, the application should be denied due these impacts to the local environment and aesthetics.

Agriculture and Soil Resources

The removal of as many as 2400 trees is a significant impact, not only to the agricultural revenue to the local economy, but also to the later loss of income until the replanted trees become productive. The pipeline construction will also be a significant impact to local traffic, with increased large vehicles, noise, dust, detours.

Therefore, the application should be denied due these impacts to the local agriculture and soil environment.

Air Quality

It appears that the data in section 4.6 of the EIR show huge amount of air pollution would be generated. The pollution is from the service vessels and the ongoing FSRU heating operations. The problem is that the air pollution generated in off-shore federal waters can be blown by west winds on to the LA or Ventura coast. This is not being accounted for in the EIR, and if it were, the LA county impacts would be cause for rejection.

Therefore, the application should be denied due these impacts to the local air quality environment.

Biological Resources- Marine

P069-5
Continued

P069-5 Continued

P069-6

P069-6

Marine collisions can occur because of human actions; however, marine traffic occurs on a daily basis usually without incident. The lead agencies believe that the combination of Naval regulations, measures that are part of the Project (see Section 4.3.1.4 and AM MT-3a, AM MT-3b, AM MT-3c, AM MT-3d, and AM MT-3e), and mitigation measures (MM MT-3f and MM MT-3g) would serve to minimize the risk of marine collisions.

P069-7

P069-7

Section 4.4.1.1 contains information on lighting onboard the FSRU. Impact AES-2 in Section 4.4 addresses nighttime views of the FSRU from onshore and Channel Islands viewpoints. With implementation of Construction/Operation Lighting Control (AM BioMar-3a), nighttime views of the FSRU would be minimized and this impact would be less than its significance criteria.

The lighting onboard the FSRU would have an effective intensity of at least 15,000 candela, which is a fairly low light output. For example, a typical high beam on an automobile has an intensity of about 100,000 candela, or 70 watts.

P069-8

"Lighting" under Impact BioMar-3 in Section 4.7.4 addresses nighttime lighting impacts on marine life.

P069-9

P069-8

The number of orchard trees listed in Section 4.5.4 Table 4.5-6 is an overestimate of the possible number of orchard trees that could be removed because it includes trees on either side of the road. The temporary construction easement would be only on one side of the roadway. Therefore, the actual number of trees that would be removed is likely to be much less than 2,400 trees. In addition, as discussed in Section 4.5.4, measures would be implemented to compensate for temporary or permanent loss of production (AM AGR-1a) and to minimize orchard tree removal (MM AGR-1d). Section 4.17.4 contains information on potential transportation impacts. Section 4.14.4 contains information on potential impacts associated with construction noise. Sections 4.5.4 and 4.6.4 contain information on dust-related impacts.

P069-9

Section 4.1.8.5 contains information on meteorology and climate in the Project area, including average wind speed and direction. Information on wind speed and direction is also summarized in

Appendix C2. Atmospheric sounding data are not publicly available from other sources, such as the Ventura County Naval Base; the information from Vandenberg Air Force Base is applicable to the region. Data from land recording stations in Oxnard were not used in the analysis; offshore data from the National Oceanic and Atmospheric Administration (NOAA) buoys better indicate offshore conditions.

The noise and heat generated by the service boats and the FSRU will disrupt the marine life. The EIR details the impacts, and proposes mitigation plans, which appear to not address the on-going FSRU operation impacts. Fish and sea birds will have to avoid the FSRU due to the noise and heat generated. There may also be oil discharge into the ocean, with resultant fish and bird loss. These impacts will be for a large, possibly 1 mile radius, and are ongoing for the duration of the FSRU operational life, possibly 20 years.

Therefore, the application should be denied due these impacts to the local biological resources.

Biological Resources- Terrestrial

The construction activities as detailed in the EIR will cause significant disruption and damage to costal wetlands and coastal waters. The recovery of the wetlands and water soils and life to the pre-construction conditions will take several years. This amount of damage and recovery period is unacceptable.

Therefore, the application should be denied due these impacts to the local biological resources.

Cultural Resources

The construction activities as detailed in the EIR could cause significant disruption and damage to American Indian archaeological sites. The subsurface construction may impact village sites of the Ventura Chumash Indians. This potential for damage is an unacceptable risk.

Therefore, the application should be denied due these impacts to the cultural resources.

Energy and Minerals

Per page ES-33 of the EIR, the project will deliver 800 million cubic feet per of natural gas per day. This is a huge increase of imported petroleum that is totally unacceptable, and is contrary to the United States long term energy policy of reducing dependence on foreign energy resources.

This wrong-way direction is totally unacceptable, and therefore, the application should be denied.

Geologic Resources and Hazards

Per page ES-33 of the EIR, the project pipelines will cross active fault lines in the sea floor. The fault lines have the potential to cause catastrophic breaks in or severing the pipeline. An undersea surface rupture similar to what happened in the San Francisco earthquake could result in the release and combustion at the surface of the flammable gas, causing significant hazards and risks.

The potential for a significant amount of fire or explosions due to an earth-quake induced rupture is unacceptable, and therefore, the application should be denied.

P069-10

P069-10

Impact BioMar-3 in Section 4.7.4 contains updated information on potential noise impacts on the marine environment and mitigation measures to address such impacts.

Section 4.7.4, Impact BioMar-6 discusses the potential impacts of an accident on marine biota. The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. A closed loop tempered water system would replace the seawater cooling system. Section 4.7.4 discusses uptake volumes and potential impacts of seawater uptake and discharge, including those on ichthyoplankton from intake of seawater, and those on water quality and the marine environment from thermal discharges.

P069-11

P069-11

As described in Section 2.3.2, the shore crossing would be installed beneath Ormond Beach. Sections 4.8.1 and 4.14.1.2 discuss Ormond Beach wetlands. Section 4.8.4 discusses mitigation measures to minimize impacts on wetlands. The presence of the pipelines under Ormond Beach would not restrict access to the area for recreation or otherwise alter recreation opportunities at Ormond Beach. During construction, the horizontal directional boring activities would be contained within the Reliant Energy property, and the pipeline would be buried underneath the beach. This topic is discussed further in Sections 4.15.4 and 4.2.8.4. Updated information about the restoration efforts at Ormond Beach is included in Section 4.13.2. Figure 4.13-1 has been revised.

P069-12

P069-12

Section 4.9.4 contains information on potential impacts on cultural resources and mitigation measures to address such impacts.

P069-13

P069-13

Section 1.2 discusses dependence on foreign energy sources.

P069-14

P069-14

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

Section 4.2.8.2 addresses pipeline regulations, including safety inspection and enforcement. Onshore and offshore pipelines for the proposed Project would be subject to design review, construction and operational safety inspections, and enforcement by Federal

and State agencies (see Table 4.2-3). Pipelines to be operated or constructed by SoCalGas would be under the jurisdiction of the CPUC, which conducts pipeline safety inspection and investigation activities.

Hazardous Materials

Per page ES-34 of the EIR, the project will use or store hazardous materials. Although there are cautions and controls, there is still a risk of spills of these hazardous materials into the ocean. The risk of spills, although small, is still a negative factor to be considered in the overall evaluation of the cost/benefit of this site location.

The risk of a hazardous material spill is non-trivial, and with the other detrimental factors, is deemed overall unacceptable, and therefore, the application should be denied.

Land use

Per page ES-36 of the EIR, the project will cross the Ormond Beach costal zone. The project plans call for construction in this costal zone with offsetting restoration of wetlands or recreational facilities. This planned damage to wetlands is unacceptable, and the proposed restoration is a band-aid to a severed limb. The wetlands natural state will be greatly disturbed and the restoration will be like fixing a vase broken into a hundred small pieces - it will be put back together, but the cracks and misfits will still be visible.

The consequences of damages to the wetlands area is significant and unacceptable, and therefore, the application should be denied.

Noise and vibration

The FSRU on-going operations will be a significant generator of noise in the local area. The noise levels are unacceptable for several reasons. First, many of the mechanical items and the burners on the vessel will be make noise, almost the same level of noise as generated by a Boeing 737 passenger jet, but the FSRU will be stationary, and the noise will be constant. Second, when its foggy, the FSRU will require a foghorn, which will sound every 20 seconds throughout each foggy day. There are no, repeat no, other foghorns in Malibu or along the coast to past Point Mugu. The FSRU foghorn will be an unwelcome, noisy, intruder to the beach.

The FSRU pumps and burners noise and foghorn noise are significant and unacceptable, and therefore, the application should be denied.

P069-15

Section 4.12.4 contains information on the use and storage of hazardous materials.

P069-16

See the response to Comment P069-11.

P069-17

Section 4.14.4 addresses the noise effects from the proposed operations at the FSRU and the foghorn.

P069-15

P069-16

P069-17

P278

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,


Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

 RICHARD WHITFIELD
7002 GARDEN AVE
MALIBU CA
90265

From: Sherry W [sherryw845@yahoo.com]
Sent: Friday, April 28, 2006 1:33 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: No BHP in Malibu!!!!

I can safely say that I am united with the Malibu Community in opposing the BHP Cabrillo liquefied natural gas deepwater port. As a mother, I am deeply concerned about how this impacts the environment and public safety. Please protect our coastline and stop this disaster from happening!

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

P028-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P028-1
P028-2

P028-2

Section 4.2 and Appendix C discuss public safety. Section 4.5, 4.6, 4.7, 4.8, 4.11, and 4.18 discuss the potential impacts of the Project to resources in the environment.

P277

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

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Dear Mr. Sanders,


Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
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- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
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There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely

 - Sherry Whithfield
7022 Grasswood Ave
Malibu, Ca 90265.

(COPY) V249

2006/V249

V249-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V249-1

JEFFREY L. WIESE
2500 Greencastle Court
Oxnard, CA 93035

Tele: 805-9847471

Ventura County Star

'LETTERS'

4/21/06

Yesterday, I attended a meeting for the bhpbilliton company which is proposing to build an LNG facility 21 miles from Oxnard in deepwater beyond shipping lanes and operated by professionals. This would provide a significant source of natural gas five years hence.

Our district representative, Lois Capps, was unable to attend and someone read a statement on her behalf that "she was against the project." Rep. Capps sits on the House Energy Commission and lives in San Luis Obispo where they use propane as the fuel of choice -- rather than the Oxnard area's greater dependence on natural gas.

Ms. Capps has voted against a number of measures that would make us more energy self-sufficient including: drilling the Santa Barbara Channel (oil+gas); ANWR in Alaska (oil+gas) and now her preliminary vote against bhpbilliton. Nor has Ms. Capps sponsored legislation for nuclear energy plants or for that matter, new refineries.

If you are worried about high-fuel prices, don't blame George W. Bush because he doesn't legislate new energy plants and facilities. Instead it's our state representatives like Lois Capps who have stuck their heads in the sand.

Sincerely,

Jeffrey L. Wiese

Name: David Williams
 Street Address: 3081 Luff Court
 City: Oxnard
 State: California
 Zip Code: 93035
 Email Address: williamsdml@adelphia.net
 Oxnard residency: Seventeen-Years

Subject: Cabrillo Port LNG Deepwater Port—Revised Draft EIR

I am apposed to the Cabrillo Port LNG Deepwater Port. I've read the Environmental Impact Report (EIR) and concluded that LNG is not in the best interest of Ventura County or California. Chapter 6 of the EIR is only one-half page long, with over 77 pages of mitigation recommendations! The Draft EIR also has familiar vague words used to discuss very specific things. Basically, the conclusions called out in Chapter 6 of the Draft EIR only convey ambiguity to me.

In Chapter 6 Conclusions, I noted the following example of ambiguity:

"While most of the Project impacts during the operation phase would be reduced to below their significance criteria with implementation of mitigation measures, long-term, unmitigable significant impacts would remain..."

To try to understand what the EIR meant by the above quote, I researched the key words (in Blue) using the Merriam-Webster on-line dictionary. My interpretation below will use (Red words):

- Most: consisting of or amounting to a large but indefinite number

- My interpretation: BHP Billington has no idea which catastrophic incident will hit or in what combination(s); just that many significant impacts can be reduced. Since no one could possibly predict the future, BHP Billington is free to do what they see as "Best practice" to show they are doing what will be "Reasonable." The engineers and scientist did computer modeling and simulations (no actual live tests conducted) to determine human and equipment risk analysis. Basically, they did "Analyze by simulation." With all the great scientist and engineers we have in the government, not one figured that someone could use an Airplane to fell a building, but that very thing happened on 9/11/03... My point is, no one can "mitigate" every conceivable situation because humans cannot possibly think about all combinations of potential risks to the Cabrillo LNG Deepwater Port. There are simply too many things that can and will go wrong.

- Significance: **a**: something that is conveyed as a meaning, often obscurely or indirectly
b: the quality of conveying or implying

P018-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P018-2

Chapter 6 contains a summary of the mitigation measures for the Project. The environmental analysis presented in Chapter 4 contains more detailed information on potential impacts and Applicant measures that have been incorporated into the Project as well as mitigation measures to address potential impacts.

P018-1

The EIS/EIR contains substantial mitigation to avoid or reduce potential significant impacts to a level below significance criteria.

P018-2

The EIS/EIR identifies and assigns significance to all levels of impacts as required by NEPA. The EIS/EIR also identifies unavoidable significant (Class I) impacts. The Administrator of MARAD under the authority of the Deepwater Port Act, the California State Lands Commission, and the Governor of California have to balance the benefits of the Project against its unavoidable environmental risks. In accordance with section 15093 of the State CEQA Guidelines, the CSLC would have to make a Statement of Overriding Considerations addressing Class I impacts prior to approval of the proposed pipeline lease application.

The lead Federal and State agencies share the responsibility to ensure that mitigation measures are implemented. Table 6.1-1 in Chapter 6 is the basis for the Mitigation Monitoring Program, which would be implemented, consistent with section 15097(a) of the State CEQA Guidelines, to ensure that each mitigation measure is incorporated into Project design, construction, operation, and maintenance activities.

P018-3

P018-3

The lead agencies directed the preparation of the Independent Risk Assessment (IRA), and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C. (Section 4.2, Appendix C1, and Appendix C2 contain additional information on this topic.)

Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.

Section 2.1 contains information on design criteria and

specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR's analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

- My interpretation: Very bad things are going to happen to equipment or people; we just do not want to scare anyone with specifics. Since they cannot possibly predict the future, the Draft EIR uses vague and obscure language.

- Implementation: the act of implementing something or developing the details necessary to make something work.

- My interpretation: BHP Billington will fix the problem; once they know what happened...

- Mitigation: to make less severe or painful

- My interpretation: BHP Billington will try to fix the problem as fast as we can; once they know what happened...

- Unmitigable: incapable of being mitigated

- My interpretation: It's broke (damaged, killed or mutilated), and we cannot figure out how to fix it. Ventura County will just have to live with the damage or destruction...

Another issue worth discussing is who will pay for all the required government oversight? There must be over twenty separate government agencies required to oversee this LNG project. Will BHP Billington pay the U.S. Government and our local government agencies for their time and material costs? And when a "Catastrophic" incident occurs, who pays for the environmental cleanup? I suspect the lonely tax payer will be taxed to pay for it, along with the local Ventura County population having to live with the fall out from such an incident. The current government officials will be long gone and therefore free from repercussions.

Say NO to LNG off our beautiful California Coast. There are many alternate energy resources available, like solar, wind, water. Just like the old government officials who lacked the foresight to build mass transit in the early 50's and 60's, our current officials are also short-sighted and cannot see the proverbial forest from the trees. All they see is green (money)...

P018-4

Section 4.2.5 contains information on liability in case of an accident and reimbursement for local agencies.

The lead Federal and State agencies share the responsibility to ensure that mitigation measures are implemented. Table 6.1-1 in Chapter 6 is the basis for the Mitigation Monitoring Program, which would be implemented, consistent with section 15097(a) of the State CEQA Guidelines, to ensure that each mitigation measure is incorporated into Project design, construction, operation, and maintenance activities. Section 15045 of the State CEQA Guidelines provides, in part, "...the lead agency may charge and collect a reasonable fee from the person or entity proposing the project in order to recover the estimated costs incurred in preparing environmental documents and for procedures necessary to comply with CEQA on the project." The costs of implementing the Mitigation Monitoring Program fall within the provision, i.e., the Applicant will be responsible for the costs of the lead agencies in this regard.

P018-5

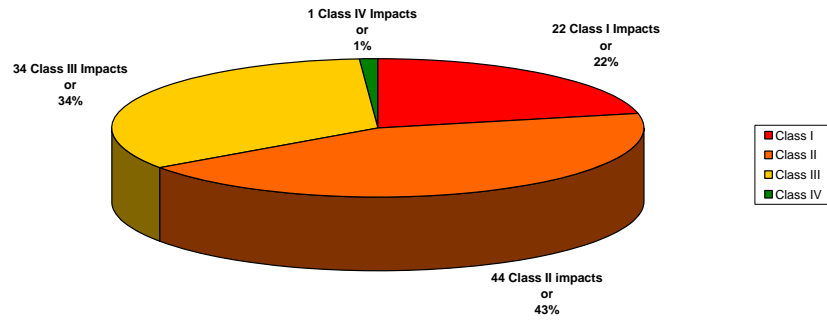
Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

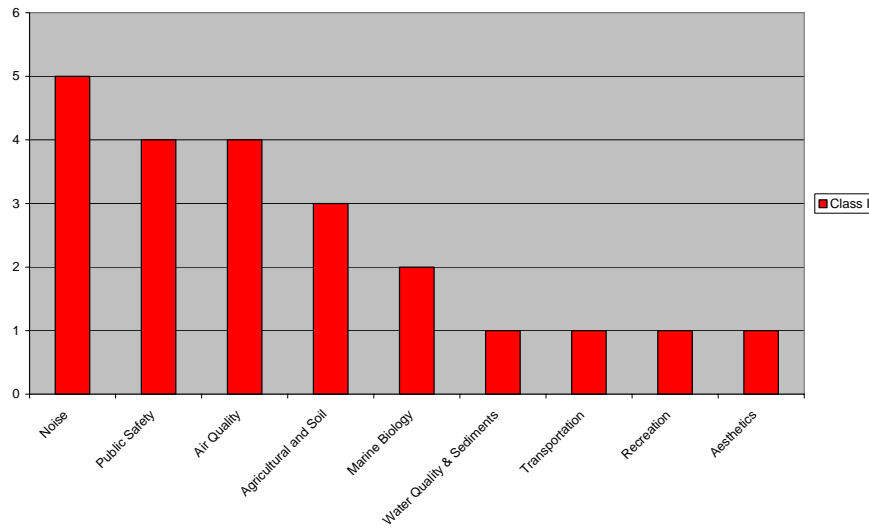
P018-4

P018-5

Below are my analyses from the impacts from the Draft EIR:



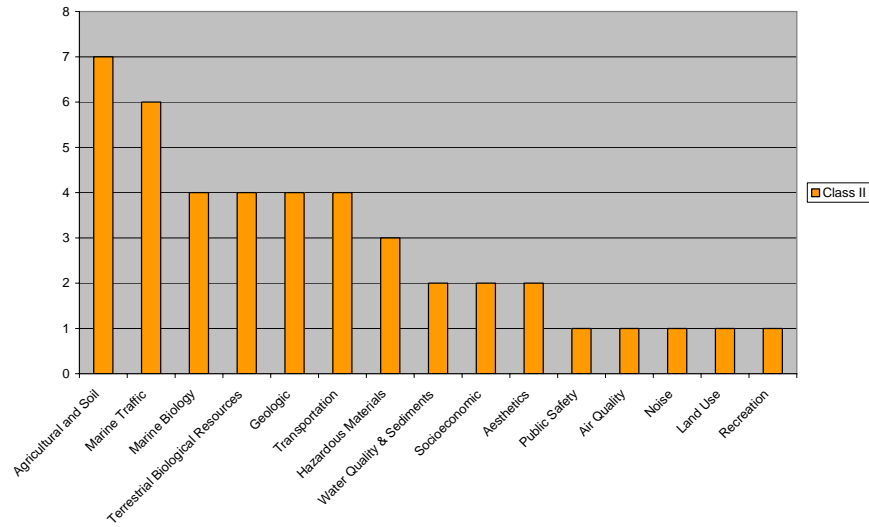
Class I Impacts by Category



P018-6

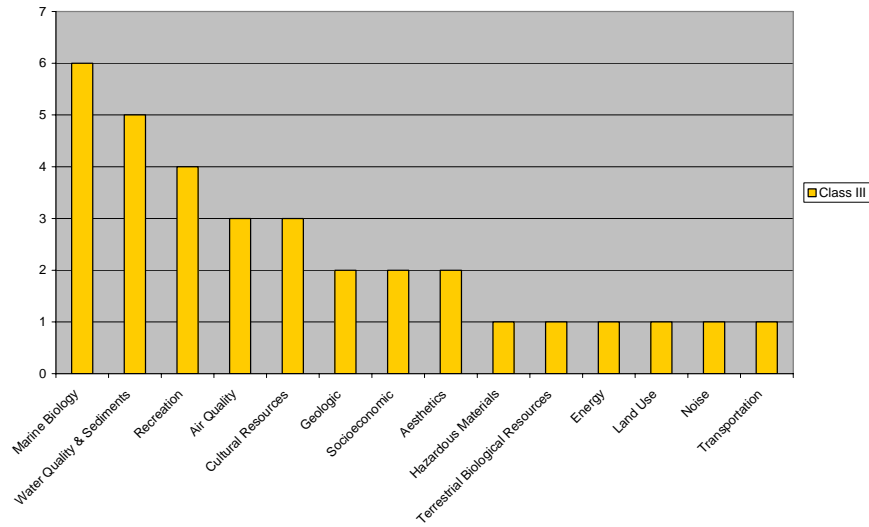
P018-6
Thank you for the information.

Class II Impacts by Category

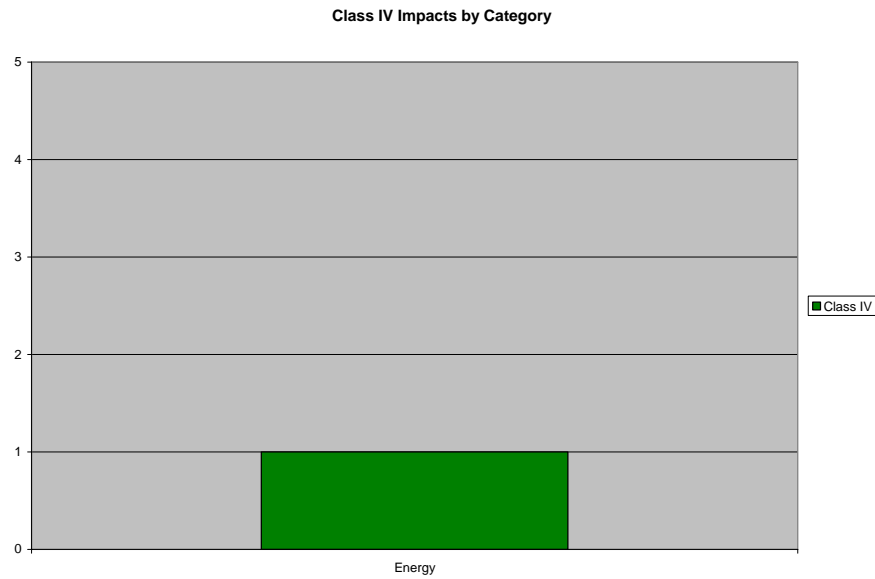


P018-6
Continued

Class III Impacts by Category



P018-6 Continued



P018-6
Continued

As the reader can see, only ONE beneficial impact to California is energy. All other impacts are negative to California and more importantly, Ventura County. Do not let LNG into California!

Very Respectfully,

David Williams
Home owner and resident of Oxnard

P203

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

~~To receive a copy of the Final EIS/EIR, you must provide your name and address.
Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.~~

Name (Nombre): Eva Wilson

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 4048 Maguire Drive

City (Ciudad): Malibu

State (Estado): Ca Zip Code (Código Postal): 90265

email address (dirección de correo electrónico): evawilson@charter.net

Please provide written comments on the reverse
and drop this form into the comment box.

Proporcione por favor los comentarios escrito en el revés y colóque esta forma
en la caja del comentario.

You may also address any written comments
to the attention of:

Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and
Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
Include the State Clearinghouse number:
2004021107

Comments may also be submitted via email
to: BHPRevisedDEIR@slc.ca.gov

Usted puede dirigir también cualquier
comentario escrito a la atención de:

Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and
Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
Incluir el número de State Clearinghouse:
2004021107

Los comentarios también se pueden enviar
por correo electrónico a:
BHPRevisedDEIR@slc.ca.gov

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

In addition to the environmental and safety concerns, natural gas has to be frozen to -260° to liquify it for transport. Upon arrival it has to be heated to return it to a gaseous state. 40% of energy is lost in these processes. This is a wasteful and inappropriate use of a natural resource. We need to look into alternative sources of energy. In addition the diesel-driven LNG ships delivering the gas have no emission controls and would greatly contribute to and worsen pollution.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

P203-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P203-2

Sections 1.2.2, 1.2.3, 1.2.4, and 4.10.1.3 contain information on the need for natural gas, the role of foreign energy sources, and the California Energy Action Plan. Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

P203-1

P203-3

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. LNG carriers associated with the Project would operate on natural gas (boil-off gas from the LNG cargo) with 1% diesel pilot during all operations in California Coastal Waters. Section 4.6.1.3 contains information on emissions from LNG carriers operating in California Coastal Waters, as defined by the California Air Resources Board.

P203-2

P203-3

From: Harry Wolf [hwolf@wolfarc.com]
Sent: Wednesday, April 19, 2006 4:39 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: Carrillo Port LNG Terminal

Members of the Commission:

Liquefied Natural Gas causes air and water pollution, and impacts wildlife and the environment. If LNG is released by accident, earthquake or terrorist attack it may evaporate and explode. LNG has caused serious loss of life and property. California has better alternatives!

Do not allow this Terminal, vote NO!

Harry Wolf

Harry Wolf, FAIA
 hwolf@wolfarc.com
 www.wolfarc.com
 VOX 310.317.1415
 FAX 310.317.1418

WOLF
 ARCHITECTURE
 24955
 Pacific Coast Hwy
 Suite C101
 Malibu, CA 90265

V019-1
 V019-2

V019-3

V019-1

As described in Chapter 2, LNG would only be present on LNG carriers and on the FSRU, which would be located 12.01 nautical miles offshore. LNG would be regasified offshore and transmitted as natural gas through subsea pipelines to onshore pipelines. Section 4.2 and Appendix C contain additional and revised information on this topic. Section 4.11 contains information on seismic and geologic hazards. Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

V019-2

Chapter 3 discusses alternatives considered.

V019-3

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Jim Yarbrough
4102 Greenwood St. P222
Newbury Park, CA 91320

Dear Dwight Sanders of
California State Lands Commission,

The BHP Billiton Cabrillo Port LNG facility
should NOT be built off ^{the} Oxnard, CA, coast.

In the event of a serious fire incident at
the floating facility, 160 square miles of ocean
could be affected, including vessels in shipping lanes. P222-1

BHP's proposed port will require pipelines on-shore
which will negatively impact the sensitive ecological area
of Ormond Beach, and which pipelines pose a safety
hazard to property and residents of Oxnard. P222-2

Much pollution will be caused, as regards global
warming, by simply shipping LNG half-way around the
world to California. P222-3

Cabrillo Port will discharge billions of gallons/year
of heated water into the ocean at temperatures
exceeding California State limits, and this means nega-
tive marine environment impact. Among other things, this
could impact the fishing industry and sports angling. P222-4

Cabrillo Port, if built, would become the single
largest air polluter in Ventura County. I do not
want an increased risk of asthma, or other lung
disease, including lung or other cancer. P222-5

LNG is the wrong energy choice. We need to
reduce use, conserve energy, and look to solar and wind.
Fossil fuel, especially imported (the use of fossil fuel) is
causing unacceptable global warming, and health damage, P222-6

P222-1

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

P222-2

As described in Section 2.3.2, the shore crossing would be installed beneath Ormond Beach. Sections 4.8.1 and 4.14.1.2 discuss Ormond Beach wetlands. Section 4.8.4 discusses mitigation measures to minimize impacts on wetlands. The presence of the pipelines under Ormond Beach would not restrict access to the area for recreation or otherwise alter recreation opportunities at Ormond Beach. During construction, the horizontal directional boring activities would be contained within the Reliant Energy property, and the pipeline would be buried underneath the beach. This topic is discussed further in Sections 4.15.4 and 4.2.8.4. Updated information about the restoration efforts at Ormond Beach is included in Section 4.13.2. Figure 4.13-1 has been revised.

P222-3

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases. Section 1.3 addresses environmental effects outside of the jurisdiction of the Project's regulatory agencies.

P222-4

Section 4.18.4 addresses water quality impacts. Section 4.7.4 addresses impacts on marine life.

P222-5

Sections 4.16.4 and 4.15.4 address impacts on recreational and commercial fishing.

P222-6

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses

the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P222-7

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

and environmental damage, and this means negative impact to public and environmental health and safety.

BHP Billiton is a bad, indeed, a criminal corporate citizen. Look at the damage BHP did while operating the Tedi Mine in Papua, New Guinea. BHP was forced to pay damages, but only after it was taken to court, and it did far more damage than it could ever pay for.

BHP has never operated an LNG terminal like the one it proposes off Oxnard's coast. Its proposed Cabrillo Port has never been tested, installed or operated. Why is Oxnard the guinea pig? Malibu does not want LNG off its shore, so why should Oxnard accept it? BHP is engaged in environmental racism ~~in~~ trying to force the browner-skinned population of Oxnard to accept Cabrillo Port. They, BHP, are hoping that the less affluent Oxnard community will not have the economic and political muscle which Malibu has to reject LNG/Cabrillo Port.

LNG is not a good energy choice. Cabrillo Port is a hazardous, polluting proposal. No LNG facility off the coast of Ventura County!!

Thanks.

Jim Yarbrough

P.S. Simply the security cost of patrolling and guarding Cabrillo Port will be a drain on taxpayers, and yet the Port will still be an attractive target for terrorism.

Also, the Port will be visible from all over the county. It will negatively impact the aesthetics of the coast and negatively impact tourism and free use of the ocean anywhere near the floating facility.

P222-7
Continued

P222-8

P222-9

P222-10

P222-11

P222-12

P222-13

P222-7 Continued

P222-8

The Applicant is required to adhere to all applicable Federal, State, and local laws, regulations, and permit requirements in the execution of all phases of the Project. Section 4.2.6 states, "The environmental and occupational safety record for the Applicant's worldwide operations, including, for example, mining ventures overseas, was not considered in evaluating potential public safety concerns associated with this Project because such operations are not directly comparable to the processes in the proposed Project." The conclusions in the EIS/EIR are based on the analyses of potential environmental impacts of the proposed Project and the implementation assumptions stated in Section 4.1.7. However, the Applicant's safety and environmental record will be taken into account by decision-makers when they consider the proposed Project.

P222-9

Section 2.1 contains information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU. The Cabrillo Port must be designed in accordance with applicable standards, and the U.S. Coast Guard has final approval. Section 4.2.4 contains information on Federal and State agency jurisdiction and cooperation. The Deepwater Port Act specifies regulations that all deepwater ports must meet; Section 4.2.7.3 contains information on design and safety standards for the deepwater port. Section 4.2.8.2 contains information on pipeline safety and inspections. Impact EJ-1 in Section 4.19.4 addresses additional pipeline design requirements in areas of low-income and minority communities. The EIS/EIR's analyses have been developed with consideration of these factors and regulations and in full conformance with the requirements of NEPA and the CEQA.

P222-10

Sections 4.19.1 and 4.19.4 contain information on potential Project impacts on minority and low-income communities and mitigation measures to address such impacts.

P222-11

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P222-12

Section 4.2.5 contains information on the Applicant's insurance coverage and cost recovery for incidents.

P222-13

Section 4.4.4 contains information on aesthetics impacts on tourists and other recreational users, and mitigation measures to address impacts. Impact REC-3 in Section 4.15.4 addresses recreational impacts due to the presence of the FSRU during Project operations. Impact MT-2 in Section 4.3.4 addresses impacts to maritime traffic during Project operations.

P322

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): James Yarbrough

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 4102 Greenwood St

City (Ciudad): Newbury Park

State (Estado): CA Zip Code (Código Postal): 91320

email address (dirección de correo electrónico):

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders
 California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
Include the State Clearinghouse number:
2004021107

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
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 Division of Environmental Planning and
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 100 Howe Avenue, Suite 100-South
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Incluir el número de State Clearinghouse:
2004021107

**Los comentarios también se pueden enviar
 por correo electrónico a:**
BHPRevisedDEIR@slc.ca.gov

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacifico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

I have already written Dwight Sanders. I simply wish to stress that I do not want an LNG facility off the coast of Ventura County, because such facility is a target for terrorism, and it is not the correct way to supply our energy needs. We need to stop importing fossil fuels, and move to renewable energy, locally produced. BHP Billiton has a criminal record for gross environmental ~~to~~ ^{contamination} in West Papua, and I have no trust in this corporation*. LNG is unsafe, and the Cabrillo Port will also be the largest single-point source polluter in Ventura County, if it is built. It is environmental racism to place this LNG port off the Oxnard coast. Malibu won't take it, why should Oxnard??

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

*BHP Billiton

P322-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P322-2

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

P322-3

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

P322-4

The Applicant is required to adhere to all applicable Federal, State, and local laws, regulations, and permit requirements in the execution of all phases of the Project. Section 4.2.6 states, "The environmental and occupational safety record for the Applicant's worldwide operations, including, for example, mining ventures overseas, was not considered in evaluating potential public safety concerns associated with this Project because such operations are not directly comparable to the processes in the proposed Project." The conclusions in the EIS/EIR are based on the analyses of potential environmental impacts of the proposed Project and the implementation assumptions stated in Section 4.1.7. However, the Applicant's safety and environmental record will be taken into account by decision-makers when they consider the proposed Project.

P322-5

Section 4.2 and Appendix C contain information on public safety.

P322-6

Sections 4.19.1 and 4.19.4 contain information on potential Project impacts on minority and low-income communities and mitigation measures to address such impacts.

From: Mike Young [twenerz@adelphia.net]
Sent: Friday, April 28, 2006 8:38 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: The NIMBY Attitude

V037-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Greetings,

I don't involve myself in very much of the public policy debate, and rarely voice my opinion on issues in any public forum. This issue, however, has struck a nerve with me. The state and nation's need for energy is increasing for obvious reasons. The population is growing, societies wealth is increasing which ultimately increases energy demands, and the regulations currently in place prevent or severely hinder any attempts at searching for or obtaining any additional energy reserves here at home. People who oppose such things are the same ones who are screaming about the fact that oil is over \$70 a barrel. They talk out of both sides of their mouths and no one calls them on it. The demand for natural gas is increasing because of it's inherent environmental and practical qualities which has lead to a significant increase in costs to consumers. The current supply available will ultimately lead to the prices increasing more and more as time goes on. We need the energy, and the jobs which would be generated are a plus as well. While I don't claim to be an expert on the safety and environmental concerns related to this proposal, we as a state and a nation must start to do something before energy costs destroy our economy and create further and further hardships to family that are less economically fortunate. Researching 'renewable' energy sources is something we must do for moral and long term reasons, but failing to address the problems which currently exist and will continue to grow until technology reaches the point that renewable sources are practical is ignorant and poses a grave risk to our national security.

V037-1

Thank you for your time,

Mike Young
Thousand Oaks, CA

From: Laura [drlaura@charter.net]
Sent: Wednesday, April 19, 2006 4:25 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: LNG off of Malibu/Oxnard

I want to strongly object to the LNG project that is proposed for the coast of Malibu/Oxnard. This is a catastrophe waiting to happen. The implications to the environment and the health of California residents should not be ignored. Please reconsider this project. Our coast is precious and not to be tampered.
Thank you very much.
Dr. Laura Zahn
Malibu, CA

V018-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V018-2

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality. The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures. Sections 4.7.4 and 4.8.4 discuss the Project's potential effects on the marine and terrestrial environments.

V018-1
V018-2

April 18, 2006

Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

Subject: Revised Draft Environmental Impact Report for the Cabrillo Port Liquefied
Natural Gas Deepwater Port
Docket No. USCG 2004-16877
California State Clearinghouse No. 2004021107

Dear Mr. Sanders:

As a private citizen and a member of the City Council of the City of Oxnard, I am deeply concerned with the potential impacts on the Oxnard community from the operation of the floating storage and regasification unit (FSRU) and associated subsea and terrestrial pipelines proposed by BHP Billiton. The City of Oxnard has permit authority over the portion of the pipeline that traverses the Coastal Zone. Other portions of the terrestrial pipeline within the City limits are subject to franchise regulations and encroachment permits for public rights-of-way.

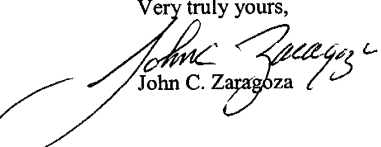
After the release of two draft Environmental Impact Reports by your agency, there are still seven unavoidable environmental impacts relating to the project. They are:

1. The release of liquefied natural gas (LNG) due to a collision or attack.
2. The release of natural gas due to Subsea or onshore pipeline damage.
3. The release of natural gas due to an operational or natural incident.
4. The increased consequence of natural gas release and fire.
5. Increased incidence of injuries or fatalities in outdoor activity areas.
6. The alteration of views for recreational boaters.
7. The alteration of offshore recreational experience.

I am also personally concerned over the fact that many of the City's comments made on the 2004 draft EIR/EIS were either partially addressed or not addressed at all in the revised draft EIR released last month. Some of the areas that were not addressed related to project alternatives, public safety issues, biological, land use, and transportation.

I want to express my appreciation to you and your staff for holding public hearings relating to this project in the City of Oxnard.

Very truly yours,


John C. Zaragoza

P356-1

Section 1.6 recognizes the roles and responsibilities of the City of Oxnard with respect to the proposed Project.

P356-2

The EIS/EIR contains substantial mitigation to avoid or reduce potential significant impacts to a level below significance criteria.

The EIS/EIR identifies and assigns significance to all levels of impacts as required by NEPA. The EIS/EIR also identifies unavoidable significant (Class I) impacts. The Administrator of MARAD under the authority of the Deepwater Port Act, the California State Lands Commission, and the Governor of California have to balance the benefits of the Project against its unavoidable environmental risks. In accordance with section 15093 of the State CEQA Guidelines, the CSLC would have to make a Statement of Overriding Considerations addressing Class I impacts prior to approval of the proposed pipeline lease application.

The lead Federal and State agencies share the responsibility to ensure that mitigation measures are implemented. Table 6.1-1 in Chapter 6 is the basis for the Mitigation Monitoring Program, which would be implemented, consistent with section 15097(a) of the State CEQA Guidelines, to ensure that each mitigation measure is incorporated into Project design, construction, operation, and maintenance activities.

P356-3

Responses to comments in the Oxnard City Council's 2004 comment letter are included in this document as 2004 Comment Letter L002. Table 1.4-1 lists the topics and issues raised during scoping and in public comments on the October 2004 Draft EIS/EIR and indicates where such are addressed in the March 2006 Revised Draft EIR. Section 1.5 contains information on public review and comment opportunities. In accordance with NEPA and the CEQA regulations, the lead Federal and State agencies have responded specifically to all comments, both oral and written, that concern the Project's environmental issues received during public comment periods. All comments and responses are included in the Final EIS/EIR.

Chapter 3 contains information on alternatives. Section 4.2 contains information on public safety. Section 4.7.4 contains information on marine biological impacts and mitigation. Section 4.8.4 contains information on terrestrial biological impacts and mitigation. Section 4.13.4 contains information on land use impacts and mitigation, including the Channel Islands National Marine Sanctuary. Section

P356-1

P356-2

P356-3

4.17.4 contains information on transportation impacts and mitigation.

P314

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): IRENE ZAVALA.

Organization/Agency (Organización/Agencia): CATHOLIC COMMUNITIES.

Street Address (Calle): P.O. Box 1632

City (Ciudad): OXNARD

State (Estado): CA Zip Code (Código Postal): 93032

email address (dirección de correo electrónico):

Please provide written comments on the reverse
and drop this form into the comment box.

Proporcione por favor los comentarios escrito en el revés y colóque esta forma
en la caja del comentario.

You may also address any written comments
to the attention of:

Dwight E. Sanders

California State Lands Commission
Division of Environmental Planning and
Management

100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

Include the State Clearinghouse number:
2004021107

Comments may also be submitted via email
to: BHPRevisedDEIR@slc.ca.gov

Usted puede dirigir también cualquier
comentario escrito a la atención de:

Dwight E. Sanders

California State Lands Commission
Division of Environmental Planning and
Management

100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

Incluir el número de State Clearinghouse:
2004021107

Los comentarios también se pueden enviar
por correo electrónico a:
BHPRevisedDEIR@slc.ca.gov

RECEIVED
CALIFORNIA STATE
LANDS COMMISSION
NOV 16 2006

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar
hojas adicionales si es necesario):

No tengo posición de importancia, ni estoy encargada o capacitada para nada especial, pero sí me interesa y preocupa el bien común, lo justo, lo honesto, y como persona asistiendo veo, juzgo y opino, recordando a los profetas de tiempos bíblicos, y otros de nuestros tiempos, que anunciaban las buenas nuevas, pero denunciaban las malas. Ahora, son lo que se proyecta hacer en Oxnard, doy mi No, rotundamente. Me opongo abiertamente al poderío de los que gobiernan, bajo falsos pretextos, y están en guerra, por conveniencia propia, sin pensar en todos los perjudicados, los indefensos, los que sufren. Oxnard hace 20 años, cuando vine, vino por su agricultura, sus extraordinarios campesinos, las familias, las plagas, propiedades de precios razonables para todos. La ambición entró, y la desgracia actual, que nadie de esos trabajadores, pueden comprar una casa, ni la más sencilla, un robo verdadero. Este progreso, que hará feliz a los Oxnard de tomorrow, y a un gobernador rico y ambicioso, traerá más daño a todo un pueblo que no se merece más cáncer, crimen y desgracias, que destruirán lo que el Creador tan generosamente nos dio, gratuitamente. No a la avaricia, No a LNB!

P314-1

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

P314-1

Su mención está incluida en el registro público y sería tomada en cuenta por aquellas personas encargadas de tomar las decisiones, cuando consideren el Proyecto propuesto.

P314 (English Translation)

Name (Nombre): Irene ZavalaOrganization/Agency (Organización/Agencia): Catholic CommunitiesStreet Address (Calle): P.O. Box 1632City (Ciudad): OxnardState (Estado): CA Zip Code (Código Postal): 93032email address (dirección de correo electrónico):

I do not have a position of importance, nor in charge or empowered for anything special, but I am interested and worried regarding the common good, what is just, what is honest, and as a Christian I see, judge and think, remembering the Prophets of Biblical times, and others of recent times, who enunciated the good news, but condemned the bad ones. Now, regarding the project that shall be carried out in Oxnard, I give my emphatic "No". I openly oppose to the power of those who govern, under false pretexts and are at war for their own convenience, without thinking about all those who are damaged, the defenseless, those who suffer. Twenty years ago, when I came here, Oxnard was very pretty because of its agriculture, its extraordinary peasants, the families, the beaches, properties of reasonable prices for all. Ambition came in and the present misfortune, which does not allow the workers to buy a house, not even the smallest, a true disgrace. This project, which will please the Chamber of Commerce, and a rich and ambitious governor, shall bring more damage to a whole town, which does not deserve more cancer, crime, and disgrace, which will destroy what the Creator so generously gave us free. No to greed, No to LNG!

P314-2

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P314-2

From: Gary Zethraeus [kaz@flash.net]
Sent: Thursday, April 27, 2006 10:13 PM
To: bhpreviseddeir@slc.ca.gov
Subject: (No subject header)

Not all open to this gas ship outside Malibu. We have spent millions to come to a place without pollution and you want to relax air quality laws because we have clean air. That shows us where you are coming from and it is wrong!!!!!! We will always be against a company with those ethics.

Sincerely,

F. Gary Zethraeus
4490 Encinal Cyn Road
Malibu, CA 90265-2511
(310)589-9191 (Phone)
(310)589-8846 (Fax)

P026-1

The USEPA has made a preliminary determination, on which the lead agencies must rely, that the FSRU should be permitted in the same manner as sources on the Channel Islands that are part of Ventura County. Section 4.6.2 contains an updated discussion of relevant regulatory requirements.

| P026-1

P231

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,


Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


Gene Zilinskas
28315 Via Acero
Malibu, CA 90265